

# GRAIN DEALERS JOURNAL

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### AMARILLO, TEX.

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Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain receivers, exporters.\*  
Bennie & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahley & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*

### BEAUMONT, TEX.

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Slick & Co., L. E., grain brokers.  
Worth-Giles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzagula, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Haynes, Wm. J., broker.  
Jaguth, Parker, Smith & Co., wheat barley milo.\*  
Marden & Co., C. F., grain brokers.  
Merigold & Co., A., chicken wheat specialists.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., receivers, fwdrs., consignments.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., receivers, shippers.\*  
Doorty-Elsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly com'n.  
Irwin, Dudley M., barley.\*  
Prait & Co., receivers, shippers of grain.\*  
Taylor & Bourneque Co., receivers and shippers.\*  
Erimston Grain Co., grain commission.\*

### CAIRO, ILL.

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Halliday Elevtr. Co., grain dealers.\*  
Hastings-Stout Co., grain and hay.  
Magee-Lynch Grain Co., grain.\*  
Pink & Co., flour, hay, grain, distaff.  
Thistlewood & Co., grain and hay.

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Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., J. A., E., commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Hibb & Cander, commission merchants.  
Holt & Co., Lowell, commission, grain and seeds.  
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Lissey & Co., grain commission.\*  
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Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. H., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.\*  
Perline & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rogers Grain Co., commission merchants.  
Rosebush Bros., receivers, shippers.\*  
Rothchild Co., D., receivers & shippers.  
Rothschild Co., The Moses, general grain com'n.\*  
Rimsey & Company, grain commission.\*

### CHICAGO (Continued).

Sawyer Grain Co., grain commission.\*  
Schiffin & Co., F. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Chamber of Commerce Members.

Blumenthal, Max, grain, barley a specialty.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perin Bros., want corn.\*  
Mutual Com. Co., hay, grain, feed.\*

### CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. L., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, receivers & shippers.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

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Myers & Baughman, grain and hay.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grains.  
Purity Oats Co., buyers of grain.

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Ayres Mercantile Co., The, F. C., milling wheat.\*  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator, We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., receivers & shippers.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't. corn, oats, rye, h'y.\*  
Thompson Merc. Co., The W. E., wholesale hay.  
Western Grain Co., mltg. wheat a specialty.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.\*  
Caughley-Josman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Hustin, C. R., gr., hay consigns a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., P. J., grain & hay.\*  
Swift Grain Co., receivers & shippers.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whole, grain, hay, mill pdts.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KAN.

Board of Trade Members.

Holt Hall Grain Co., Kansas hard wheat.  
Petitt Grain Co., L. H., gr. com., receivers, shippers.\*

### INDIANAPOLIS, IND.

Board of Trade Members.

Bell Elevtr. & Feed Co., receivers and shippers.\*  
Bingham-Hewitt-Scholl Co., grain merchants.\*  
Boyd Grain Co., Diet A., strictly fed & com.\*  
Helmiller Grain Co., receivers and shippers.\*  
Hosler Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCord-Bloch Co., grain merchants.\*  
Minor, R. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.\*  
Mutual Grain Co., grain commission.\*  
Rich Grain Co., grain commission.\*  
Shotwell & Co., C. A., commission, bkg.  
Transtion Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

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### KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.  
Aylsworth Grain Co., receivers, shippers.\*  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., R. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fowler Grain Co., Lev., receivers & shippers.  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkeener, recvs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Kemper Mill & Elevtr. Co., grain and feed.\*  
Monsendleek Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Souwer Grain Co., receivers & shippers.\*  
Norrie Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Soudard-Bishop Grain Co., consignments.  
Simonds-Shields-Lansdale Gr. Co., recvs. expts.\*  
Terminal Elevators, receivers, shippers.\*  
Twilich-Wright Grain Co., consignments-futures.  
Thrasher-Puller Grain Co., grain commission.\*  
Vanderlee-Lynsde Co., commission merchants.\*  
Western Grain Co., shipper (a specialty)\*

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Beatty Brokerage Co., grain brokers.\*

### LITTLE ROCK, ARK.

Munn-Barrow Brokerage Co., grain, hay millfeed.\*

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Riddle & Co., J. P., hay and grain.

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Edinger & Co., grain, hay, flour.\*  
Freuchtenicht, Henry, hay, grain, mill products.\*

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Moon-Taylor Co., grain and hay brokers.\*

### MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.\*

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Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
Nessly, J. L., Co., gr. brokers, alf. meal spec.\*  
P. S. Feed Co., grain, hay, millfeed.\*  
Wash & Maury, brokers and com. merchants.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

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Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Danahue Stratton Co., grain merchants.\*  
Diney & Owen, grain commission.\*  
Kamm Company, P. C., barley and rye.\*  
Owen & Brothers Co., grain commission.  
Rankin, M. G. & Co., grain and feed.  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Taylor & Bourneque Co., shprs. corn, oats, barley.

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Staebek Co., grain com.\*  
Carlen, Sammis & Co., grain commission.  
Crescent Trading Co., grain merchants.\*  
Fairbanks Co., William, gr. com.\*  
Davies & Co., P. M., grain commission.\*  
Gitchell-Tanton Co., grain commission.  
Godfrey Blanchard Co., grain receivers-shippers.\*  
Gould Grain Co., receivers to shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Martell Grain Co., grain commission.\*  
McCaull-Brownmore Co., consignments solicited.\*  
Minnesota Grain Co., grain commission.\*  
Quinn Shephardson Co., grain commission.\*  
Randall, Geo. & Mitchell, grain com.  
Scruggs McLean Co., corn and oats.\*  
Stair, Christensen & Thierman, gr. commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Westward-Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats by spec'ly.

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### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwarders.\*

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### NEW YORK CITY.

#### Produce Exchange Members.

Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
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Riemschneider, Wm., gr. consignments.\*  
Therrien, A. F., broker.

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Drennan Grain Co., R. H., consignments.  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Oklahoma Export Co., mlg. wheat wanted.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Perkins Grain Co., W. L., we busy & sell.\*  
Rutledge Grain Co., com. merchants.

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Whyte Grain Co., consignments.  
Blanchard-Niswonger Co., recvrs. & shprs.\*  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain commission.  
Holmquist Elevator Co., receivers and shippers.\*  
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Updike Grain Co., consignments.\*

### PEORIA, ILL.

#### Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchts.\*  
Conover Grain Co., E. B., grain commission.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.

### PEORIA (Continued).

Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

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#### Commercial Exchange Members.

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Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Scattergood & Co., S. F., corn-oats.  
Stites, A. Judson, grain and millfeed.\*  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.

### PINE BLUFF, ARK.

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Geidel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

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### PUEBLO, COLO.

McClelland McT'l R. Co., grain, hay & feed.\*

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Beveridge & Co., S. T., grain, hay, feeds, seeds.

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Elwood Grain Co., brokers & shippers wheat, corn.\*  
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Marshall Hall Grain Co., consignments solicited.\*  
Mid-West Grain Co., pure soft wheat.\*

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#### Merchants Exchange Members.

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Brockman & Co., Arthur, grain commission.  
Bryant, Tilghman A., grain broker-consignments.  
Daly Grain Co., E. F., recvrs. and shprs.  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
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Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Klosterman-Patton Gr. Co., grain receivers.  
Marshall Hall Grain Co., grain com.\*  
Hawpe Grain Co., M., grain merchants.  
Hunter Grain Co., grain merchants.  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

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Kuhn & Co., Paul, receivers and shippers.\*

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#### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Young Grain Co., The, grain receivers & shippers.\*  
Zahn & Co., J. F., grain, seeds.\*

### WATONGA, OKLA.

Marshall Grain Co., grain merchants.\*

### WICHITA, KANS.

#### Board of Trade Members.

Wichita Term. El. Co., kaffir, rye, corn, oats.  
Williamson Grain Co., grain com'son.

### WICHITA FALLS, KANS.

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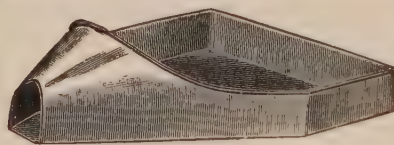
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## H.S. Antrim & Company

**Wholesale Grain**

Cairo, Illinois

Members of St. Louis Merchants' Exchange The  
Cairo Board of Trade, Grain Dealers' National  
Ass'n., Illinois Grain Dealers' Ass'n.



## Grain Sample Pans

Made of sheet aluminum, formed by bending, reinforced  
around top edge with copper wire. Strong, light and dur-  
able. The dull, non-reflecting surface of the metal, which  
will not rust or tarnish, assists the user to judge of the  
color and detect impurities.

Grain Size 2 1/2 x 12 x 16 1/2", Price \$1.75

Seed Size, 1 1/2 x 9 x 11", Price \$1.50. Send All Orders to

GRAIN DEALERS JOURNAL, 305 S. La Salle St., Chicago, Ill.

# CORN

## Halliday Elevator Company

GRAIN DEALERS

CAIRO, ILL.

# OATS

Chamber of Commerce  
Members

# CINCINNATI

Chamber of Commerce  
Members

# PERIN BROS. WANT CORN

Receivers and Shippers

**GRAIN, HAY and FEED**

Milling Grains Our Specialty

**THE BROUSE-SKIDMORE GRAIN CO.**

Fourth Nat'l Bank Bldg., CINCINNATI

## Mutual Commission Co.

Cincinnati, Ohio

**Hay-Grain-Feed**

The hay consuming, distributing and recompress-  
ing business in Cincinnati is larger than ever,  
assuring high returns on CONSIGNMENTS.  
Mark them "Mutual Commission Co."

## B. W. WASSON & CO.

ESTABLISHED 1863

**Grain and Hay Merchants**

CLARK R. BROWN, Manager

**CINCINNATI - - - OHIO**

# DO IT NOW

Place your name and business before the  
progressive grain elevator men of the entire  
country by advertising in the Grain Dealers  
Journal. It reaches them twice each month.



# DENVER—Your Market

No other market in the great West offers you the service capable of the Denver Grain Exchange Members listed below. There are numerous reasons why you should cultivate the habit of sending your shipments of grain to Denver. If you are not aware of the advantages to be derived from shipping this market ask any of the following firms:

## Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

## Denver Elevator

We buy and sell grain of all kinds, also beans.

## Crescent Flour Mills, The

We buy wheat, corn, oats, beans, etc.

## Ayres Mercantile Co., The F. C.

Milling wheat, corn, oats, barley, beans, seeds and hay.

## Best & Co., J. D.

We buy and sell all kinds of grain. Ask for prices.

## Hungarian Flour Mills

Dealers in wheat, corn, oats, rye and barley.

## Western Grain Co., The

Milling wheat a specialty.

## O'Donnell Grain Co.

Whether you buy or sell, talk to us.

## O. M. Kellogg Grain Company

Receivers and shippers of all kinds of grain.

## Phelps Grain Co., T. D.

Wholesale grain and beans.

NOTE.—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

## THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

## RECEIVERS, SHIPPERS AND BROKERS

### CONSIGN WHEAT - CORN - OATS

—TO—  
**DUMONT, ROBERTS & CO.**

301-2 Cham. of Com., DETROIT

"The top 'o the market to you."

### H. C. CARSON & CO.

WHEAT — CORN — OATS — RYE — BEANS

1548 Penobscot Bldg., DETROIT

"CONSIGN TO CARSON"

### E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the Grain Dealers Associations in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

### BOLIN HALL GRAIN CO.

Kansas Hard Wheat

Milo Malze and Kaffir Corn

HUTCHINSON - KANSAS

## The Fort Worth Elevators Company

FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE

SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA

Wire or Write Us to Sell or Buy

## Offer Us

CORN, OATS  
MILLFEED  
SCREENINGS  
FLOUR  
ETC.

## L. E. SLICK & CO.

BLOOMINGTON, ILL.

ASK FOR PRICES ON  
CORN FEEDS  
ALF-MOL-GRAIN  
FEEDS  
CORN MEAL  
FLOUR

"Safety-First" Brand

## Paul Kuhn & Co.

Receivers and Shippers

## GRAIN

Terre Haute and Evansville, Ind.

Chicago Established 40 Years Minneapolis

Buerger Commission Company

Receivers of all kinds of

Grains and Seeds

MILWAUKEE, WISCONSIN

CONSIGNMENTS SOLICITED

## CEDAR RAPIDS GRAIN CO.

Receivers and Shippers

CEDAR RAPIDS - IOWA

## DRIVE

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

We ARE well satisfied with the Grain Dealers Journal.—Lancaster Feed & Fuel Co., Lancaster, Cal.

THE GRAIN DEALERS JOURNAL is good. Could not get along without it. Keep right on boosting.—Carl Doerr, Arlington, Minn.



**RECEIVERS, SHIPPERS AND BROKERS****Stockbridge Elevator Co.**

BUYERS  
OF Salvage Grains  
Submit Samples and Quote Prices  
JACKSON MICHIGAN

**BALDWIN GRAIN COMPANY**

GRAIN BROKERS  
BUYERS OF CAR LOTS  
R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

I LIKE the Grain Dealers Journal so well that I wish it would come oftener, and I will never be without it.—Ing. Iverson, agt. Osborne-McMillan Elvtr. Co., Harlow, N. D.

## The Scott County Milling Co.

Daily Capacity 3500 Bbls.

OFFER US YOUR  
CORN, RYE and BARLEY

Mills and Elevators,  
SIKESTON,  
DEXTER,  
ORAN.

Storage  
Capacity  
3,000,000  
Bushels

General Office:  
SIKESTON, MO.

DO AS MANY OTHERS ARE DOING

Overcoming Their Serious Troubles by Using Our 50 Gallon

**METAL FIRE BARRELS**

Including Buckets and Calcium Chloride

For Further Particulars and Prices Write Home Office

**CARBONDALE CALCIUM CO.**

CARBONDALE, PENNSYLVANIA



It's the Simplicity of arrangement that makes the

**Universal Grain Code**

such a valuable book as a labor saver. Then there is its completeness and up-to-dateness that make it the code for you.

Its 146 pages of bond paper contain 13,745 code words; bound in flexible leather; price \$3.00.

Send your order today to  
Grain Dealers Journal, Chicago, Ill.

**ROPE FOR YOUR ELEVATOR**

Sheaves are hard on rope. The constant friction produced by bending over the sheaves in your elevator requires the best rope possible. A break-down is costly to you and beneficial to your competitor. Prevent them.

**AJAX TRANSMISSION ROPE**

is especially designed and manufactured to meet the requirements of grain elevators.

In the specifications for your new elevator, or for improvements in your old house, specify AJAX.

There's economy in the best rope transmission.

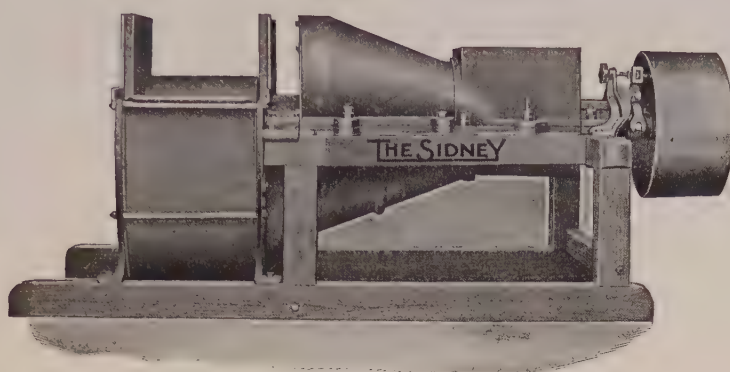
*Write for catalog of elevator equipment.*

**H. Channon Company.**  
Chicago.



**AJAX**





THE SIDNEY CORN SHELLER  
AND ELEVATOR BOOT COMBINED  
WITHOUT TAKEUPS ON BOOT

- ¶ It guarantees a purchase that will deliver a high grade of work over a long period of operation with a low expense for repairs.
- ¶ We ask your investigation because our records place us at the top of the efficiency class.
- ¶ Bear in mind that every Sidney machine is backed by Sidney Service.

Start your  
investigation  
now.

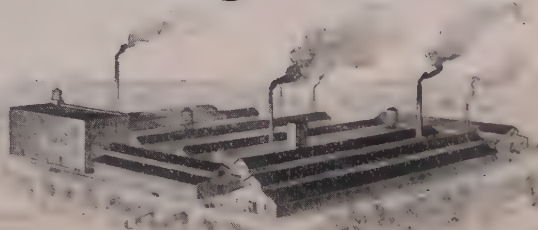


Send for  
our new  
catalogue

PHILIP SMITH MFG. CO.  
SIDNEY OHIO



# To Market in Sixty Seconds



These are abnormal times; your usual sources of supply are crippled. Yet your needs are much the same as in normal buying seasons. Our 1100-page Catalog will be a friend, indeed—a real buyer's help. It is yours on request. Send for it now; it will simplify your buying problems. Address Dept 13.

Ship Builders' Equipment & Tools  
Carpenter Tools  
Electricians' Tools  
Machinists' Tools  
Machine Shop Equipment  
Foundry Supplies  
Blacksmiths' Tools  
Contractors' Equipment  
Mill Supplies  
Well Diggers' Tools  
Railroad Supplies  
Tackle Blocks

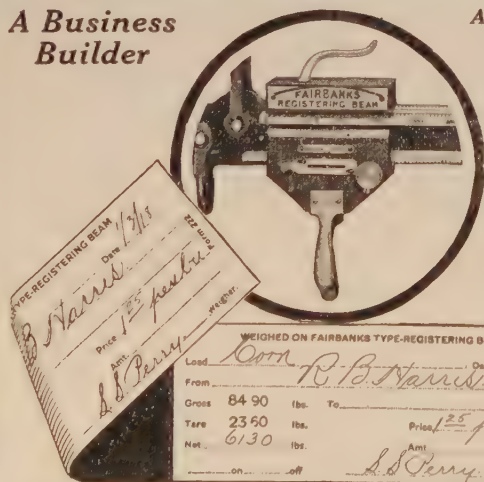
Wire Rope  
Plumbers' Supplies  
Roofers' Supplies  
Paving & Cement Finishing Tools  
Boiler & Engine Room Supplies  
Grain Elevator Supplies  
Hoisting Engines  
Pile Drivers  
Air Compressors  
Pipe Fittings  
Fire Fighting Equipment  
Rubber & Oiled Clothing

Cotton Duck  
Marine Equipment  
& Hardware  
Boilers  
Engines  
Derricks  
Winches  
Chain  
Pipe  
Bolts  
Screws  
Nails

Nuts  
Paints  
Oils  
Cordage  
Belting  
Packing  
Hose  
Tents  
Awnings  
Flags  
Pumps

## GEO. B. CARPENTER & CO 440 NO. WELLS ST. CHICAGO

A Business  
Builder



Authentic  
Valuable  
Printed  
Records

A  
simple  
grip  
of the  
handle  
prints  
the  
weight.

WEIGHED ON FAIRBANKS TYPE-REGISTERING BEAM

Load	From	To	Date
Gross 84 90 lbs.	From	To	Date 1/3/18
Tare 23 50 lbs.			
Net 61 30 lbs.			

Price 25 per bu  
L. S. Perry Weigher

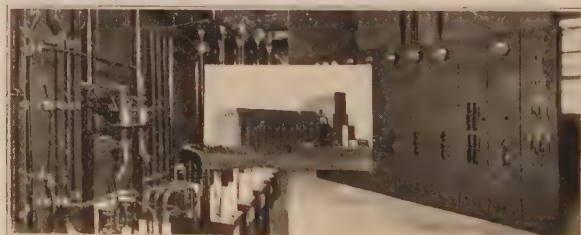
## FAIRBANKS Type Registering Beam

gives you permanent printed weight records for your protection. Convenient—indisputable.

Lets your customers know exactly what each load weighs—adds to their feeling of confidence in you—increases your business.

Any Fairbanks wagon or auto truck scale can be easily fitted with a type registering beam. Its use prevents mistakes in reading weights and writing down figures.

**Fairbanks, Morse & Co.**  
Chicago—Manufacturers



## Electrical Installations

This is one of the many large electrical installations in grain elevators, that has merited the approval of hundreds of firms in the United States and Canada.

We have the organization and have proven our ability to make any size installation. We have only one grade.

We will gladly help you analyze your problems. Submit them.

**PIERSON-WILCOX ELECT. CO.**  
223 6th St. So. Minneapolis, Minn.





THE CONSERVATION OF ENERGY AND THE TRANSMISSION OF POWER

## The Business of Goodyear Belts

We have always believed that perfection in belts has not been reached.

In the light of that belief we began to make belts five years ago.

Since then we have improved our constructions and materials a number of times.

Every change helped Goodyear belts to carry on still better their business of conveying material at less than the usual cost.

Every improvement advanced still further the interests of our customers and therefore our own interests.

In consequence five years have seen our belting sales mount from nothing to one of the five largest in the land.

And they continue to increase.

More and more industries are find-

ing that it is not wise to assume that their belting cannot be improved.

More and more industries are giving us an opportunity to show that Goodyear belts can convey material at less than the usual cost.

More and more industries are being convinced each year that Goodyear belts do save power and save money.

We have technically trained men with broad, practical experience in your territory, who will analyze belt conditions in your plant and prescribe the particular Goodyear belt which will give you the best results at the least cost. This is the standard Goodyear Service.

*Transmission and Conveyor Belting—Steam, Air and Water Hose—Goodyearite Packing.*

The Goodyear Tire & Rubber Co.  
Akron, Ohio

• BELTING • HOSE • PACKING • VALVES •

**GOOD YEAR**

AKRON



## BURNED GRAIN IS WASTED

The cry is for Conservation of foodstuffs. To allow grain to bin burn in war time is criminally negligent.

The Zeleny Thermometer System is designed to give the temperature of grain in storage bins every five feet for the entire depth of the grain.

By reading the temperature of the grain in your bins—

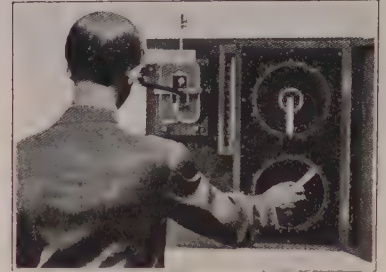
You can prevent needless turning of your grain. You can prevent bin burned grain.

It's a service you owe your country.

### WESTERN FIRE APPLIANCE WORKS

542 So. Dearborn St.

Chicago, Illinois



Read the temperature of the grain in your bins.

## Degraco Elevator Paint

A GRAIN elevator is subjected to constant and severe weather exposure.

Hot sunshine, dust and rain in summer.

Snow, wind, sleet and cold in winter.

And smoke and fumes from locomotives.

Degraco Elevator Paints are made to withstand these conditions—to give long service—to protect from corrosion and decay—at minimum cost.

*Write for color cards and prices*

**Detroit Graphite Company**  
*Paint and Color Makers*

16 Twelfth Street  
Detroit Michigan

## Dockage

has caused considerable ill feeling between the elevator man and his farmer patrons. It is to the grain dealer's advantage to install a machine that will prove to the farmer that the dockage is on the square. They prefer to sell their grain to an elevator where guess work has been eliminated; where dockage is determined on



### The Emerson Oats from Wheat Tester

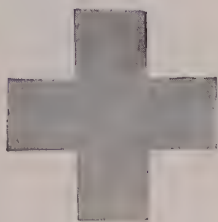
It is installed in over 7,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. Grain Standardization department. We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats. Write for illustrated literature descriptive of this tester.

**W. H. EMERSON & SONS**

Campbell St. and M. C. R. R.

DETROIT, MICH.





*"A Great Net of Mercy Drawn Through  
an Ocean of Unspeakable Pain"*

# What Your Red Cross Dollars Do

## An Accounting of Expenditures of the First Red Cross War Fund

Every one of the twenty million and more Red Cross members is entitled to this statement. Your local Red Cross Chapter can give you further details.

### First War Fund Appropriations up to March 1st, 1918

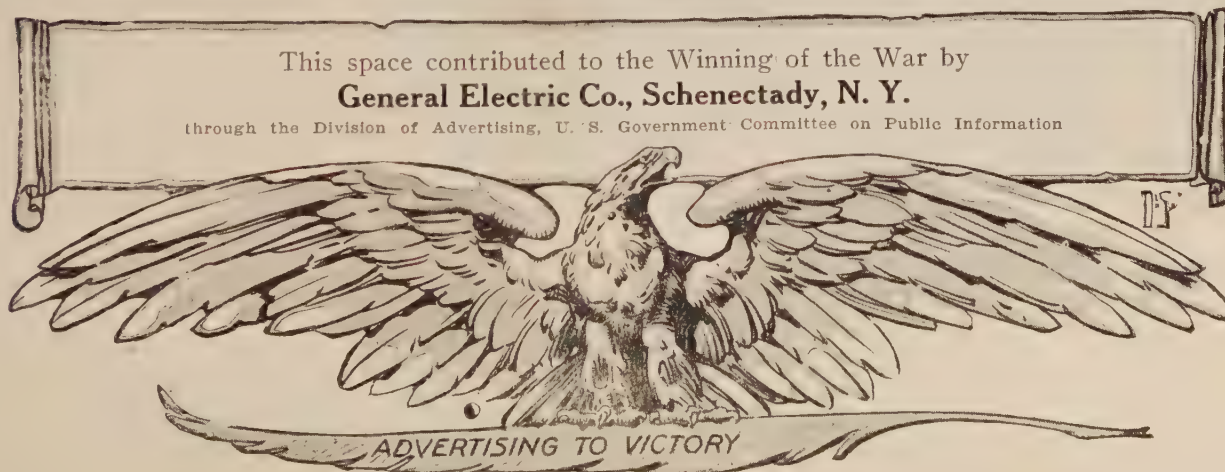
<b>Foreign Relief:</b>		<b>United States Relief:</b>	
Relief in France .....	\$30,936,103.04	U. S. Army Base Hospitals .....	\$ 54,000.00
Relief in Belgium .....	2,086,131.00	U. S. Navy Base Hospitals .....	32,000.00
Relief in Russia .....	1,243,845.07	U. S. Medical and Hospital Work .....	531,000.00
Relief in Roumania .....	2,676,368.76	U. S. Sanitary Service .....	403,000.00
Relief in Italy .....	3,588,826.00	U. S. Camp Service .....	6,451,150.86
Relief in Serbia .....	875,180.76	U. S. Miscellaneous .....	1,118,748.41
Relief in Great Britain .....	1,885,750.75		
Relief in other Foreign Countries .....	3,576,300.00	Total U. S. Relief .....	\$8,589,899.27
Relief for Prisoners, etc. ....	343,304.00	Working capital for purchase of sup- plies for resale to Chapters or for shipment abroad .....	15,000,000.00
Equipment and expenses in U. S. of Personnel for Europe .....	113,800.00	Working cash advances for France and United States .....	4,286,000.00
Total Foreign Relief .....	\$47,325,609.38		
Restricted as to use by Donor .....	2,520,409.57	Total of War Fund Appropriations .....	\$77,721,918.22

At the close of the first year of the War the Red Cross goes to the public for the raising of the Second War Fund with a record of appropriations which warrants continued contribution to this great relief work. As an influential citizen of your community, join with your local Red Cross Chapter to make this campaign successful. Your Red Cross is the Army behind the Army. Give till your heart says stop.

## Second Red Cross War Fund Week May 20-27

This space contributed to the Winning of the War by  
**General Electric Co., Schenectady, N. Y.**

through the Division of Advertising, U. S. Government Committee on Public Information





# LINK-BELT

## SILENT CHAIN DRIVES

### In The Public Grain Elevator, Port of New Orleans



WHERE reliability is an important factor in the operation of any machinery, progressive engineers and builders are employing silent chain drives. They are over 98% efficient.

Increased production cannot be obtained or maintained if the power from motors to machine is wasted by slipping leather and rubber belt drives. Stop this waste now.

Link-Belt Silent Chain cannot slip. It is "Flexible as a Belt—Positive as a Gear—More Efficient than Either."

It will pay you to make it the standard drive in your plant—let us show you facts and figures. Write for Data Book No. 125.

## LINK-BELT COMPANY

PHILADELPHIA-CHICAGO-INDIANAPOLIS

New York	299 Broadway
Boston	49 Federal St.
Pittsburgh	1601 Park Bldg.
St. Louis	Cent'l Nat'l Bank Bldg.
Buffalo	698 Ellicott Square
Wilkes-Barre	2d Nat'l Bank Bldg.
Cleveland	429 Rockefeller Bldg.
Detroit	783 Dime Bank Bldg.
Minneapolis	418 S. Third St.
Kansas City, Mo.	407 Finance Bldg.
Seattle	676 First Ave., S
Portland, Ore.	First and Stark Sts.
San Francisco	461 Market St.
Los Angeles	161 N. Los Angeles St.
Denver	Lindrooth, Shubart & Co., Boston Bldg.
Louisville, Ky.	Frederick Wehle, Starks Bldg.
Knoxville, Tenn.	D. T. Blakey, Empire Bldg.
Birmingham	McCrosbie & Darragh, Am. Tr. Bldg.
New Orleans	C. O. Hinz, Hibernia Bank Bldg.
Charlotte, N. C.	J. S. Cothran, Com'l Bk. Bldg.
Toronto, Can.	Canadian Link-Belt Co., Ltd.

109





# Meeting the Motor Demand-



Finishing Department  
Allis-Chalmers Motor Works

## Allis- Chalmers Motors

### *The Demands of War*

for efficiency, for economy and for maximum production in essential industries have given special emphasis to the importance of motor drive.

The demands of industries have been enormous, but Allis-Chalmers engineering experience and unexcelled manufacturing facilities have been effectively applied to this problem, and a continuous stream of motors pours from its big plants to meet the demand.

Allis-Chalmers motors, specified by leading elevator engineers, are giving reliable, efficient service in many of the largest terminal elevators and in numerous smaller plants.

Allis-Chalmers can take care of your needs, but let us know your requirements early.

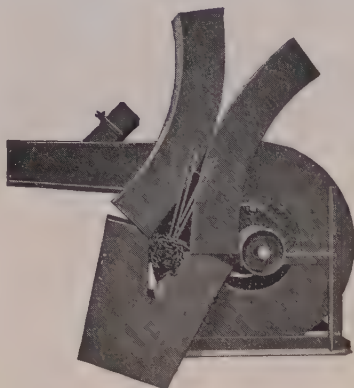
## **ALLIS-CHALMERS MANUFACTURING CO.**

MILWAUKEE, WIS.

District Offices in Principal Cities



## No Need to Scoop Grain in a Dirty, Dusty Car



"If that Boss Air Blast Loader did not save any labor (and it certainly does save labor) I would not be without it. Not long ago I shipped three cars of oats to St. Louis and held my breath. I expected to get 'No Grade.' I GOT No. 3! It has paid for itself a dozen times in better grades and has even more than paid for itself in labor."—Crow Grain Co., Blue Mound, Ill.

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me."—Russell Williams, Mgr. Farmers Union Co-op. Assn., Winside, Neb.

"The loader I bought from you certainly does the work."—C. F. Cranor, Sycamore, Ind.  
"It has everything skinned I ever saw for loading grain."—W. H. Barret & Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work."—Central Illinois Grain Co., Ashland, Ill.

"We believe the Boss Air Blast Car Loader is the best device on the market for loading grain. We can recommend it very highly."—Studebaker Grain and Seed Co., Liberty Centre, Ohio. 5-15-16.

"The Boss Air Blast Car Loader is doing the work perfectly."—J. L. Baum, Storms, Ohio.—5-20-16.

"It is the best car loader we ever saw."—Morrison Grain Co., Glasco, Kas. Jan. 20-16.

"We consider that we have the best loading system in the Boss Air Blast Car Loader that can be had. Many elevator men have been in to see it work."—Ochs Grain Co., Hoisington, Kas. 3-4-16.

"I consider that your Boss Air Blast Car Loader has paid for itself over and over again, in better grades alone, not to mention that every car is loaded to full capacity without scooping. We have loaded all kinds of grain—even wet oats, and have never yet had to get into the car to scoop the grain. It reduces moisture content in wet seasons and for that reason many times increases the grade of the grain."—F. C. Hollis, Manager Hasenwinkle Grain Co., Heyworth, Ill. August 9, 1915.

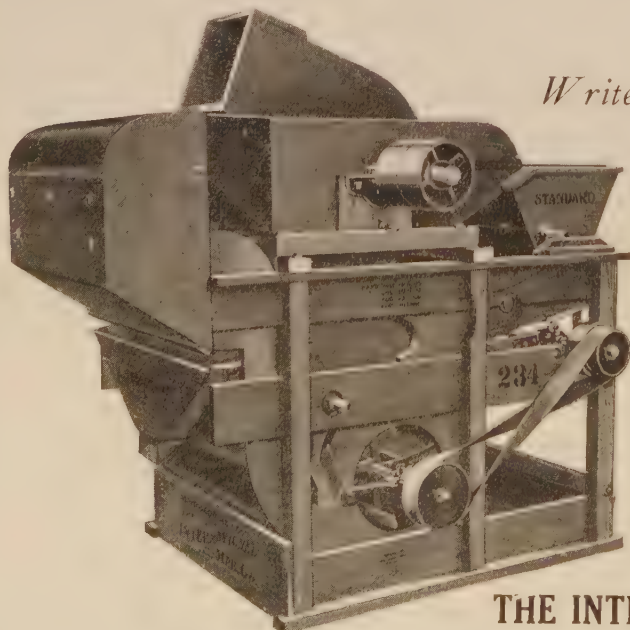
### 30 Days Free Trial

The Boss Air Blast Car Loader CANNOT injure the tenderest grain. The grain does not pass through the fan. Nothing touches the grain but air. Every car loaded to full capacity. Simple to install and operate. Can be equipped with device to remove dust, chaff, etc., as you load if desired. We ship anywhere on 30 days' trial. If returned, we pay freight. It will pay you to get our complete catalog. It is FREE. Write today. A post card will do. Specify Boss Air Blast Car Loader for that new elevator.

**MAROA MANUFACTURING COMPANY, (Dept. G) MAROA, ILL.**

## STANDARD GRAIN CLEANER No. 234

Gives you a vertical blast for fine separations and also a suction fan for removing the dust and chaff from the building. Built in three sizes; also can be equipped with Traveling Brushes for keeping the screens clean.



*Write for Prices*



## SUPERIORITY OF STANDARD SEED CLEANERS

is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

### No. 131-B STANDARD CLEANER

illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our complete catalog are shown cleaners of all sizes and for every cleaning purpose.

Let us send it to you.

**THE INTERNATIONAL MFG. CO., Crestline, Ohio**



# STRENGTH

## STRENGTH

As applied to chain for high speed power transmission, Strength means resistance to wear—to breakage—to elongation.

These chain drive essentials are largely dependent upon—

Simplicity of construction—

Maximum metal resistance at points of stress—

Precise machining of bearing surfaces—

Construction that reduces elongation to the minimum—

Toughness of metal acquired by a distinctive heat treating process.

## American High Speed Chain

represents the highest standards in each of these particulars.

Consider its three part construction.

Note the large diameter of the pin and the small size of the hole in each link. Observe the simplicity of the joint design, which permits precise machining of the wearing surfaces.

Each of these unique advantages is obvious.

For the remaining points of quality—the excellent performance of AMERICAN HIGH SPEED CHAIN and the records it has made—attest its merit both from the standpoint of long service and minimum elongation.

If you are contemplating a new installation—if your present drive shows loss of power, noise or inconvenient arrangement—will you not permit us to suggest what may be done with American High Speed Chain?

**ABELL-HOWE COMPANY**

National Distributor,

CHICAGO - ILL.





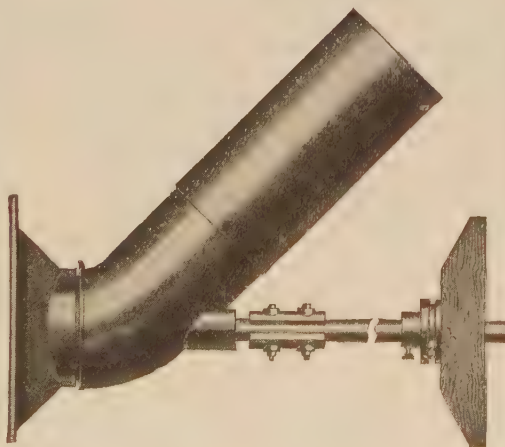
# EVERYTHING FOR YOUR ELEVATOR

At this time of the year you are investigating every mechanical device that will in some way increase the grain handling facilities of your elevator.

You do not want to install any equipment of questionable character neither do you want to install a machine because it is cheap in price. What you do want is equipment that has been tried out and tested to the highest degree; equipment that your brother grain dealers have used and found satisfactory; equipment that can be relied upon at all times.

WESTERN elevator equipment is more widely used in grain elevators than any other on the market. It is not an experiment. It is the result of over 40 years of study and experience. WESTERN devices and machinery are the accepted solution of every grain elevator machinery problem. Throughout the country are WESTERN users who will bear out this statement.

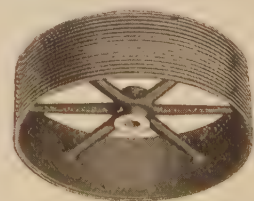
If your plant is equipped with WESTERN machinery you do not need to be afraid of breakdowns. It saves you more money in installation, operation and maintenance than any other elevator equipment manufactured. Before buying your new equipment investigate the



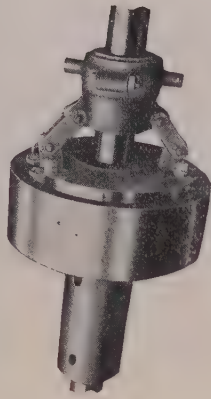
"Western" Ball Bearing Cast Iron Turn Head



Salem Steel Elevator Buckets



Sheave Wheels and Pulleys



"Western" Friction Clutches



"Western" Pitless Sheller



"Western" Regular Warehouse Sheller



# WESTERN



# LINE

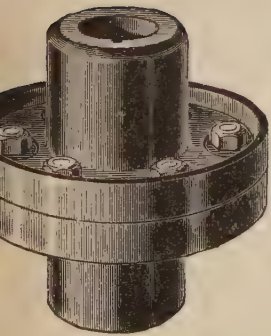
It comprises every known device necessary for the efficient conduct of an elevator. Look over the following and see what you need:

Bearings, Belting, Belt Conveyors, Belt Tighteners, Boilers, Bolts, Buckets, Bucket Bolts, Boot Tanks, Car Loaders, Car Pullers, Chain Drag Feeders, Cleaners, Cotton Waste, Couplings, Distributors, Dock Spouts, Elevator Heads, Engines, Feed Gates, Feed Mills, Fire Pails, Flexible Spouts, Friction Clutches, Garner Irons, Gears, Grain Samplers, Grain Testers, Grease Cups, Grinders, Indicators, Lace Leather, Link Belting, Manlifts, Perforated Metal, Power Shovels, Pulleys, Rope Drives, Scales, Screw Conveyors, Set Collars, Shafting, Shellors, Speed Indicators, Spouting, Sprocket Wheels, Stay Rods, Steel Legging, Suction Fans, Take-ups, Turnheads, Washers, Wirecloth, etc., etc.

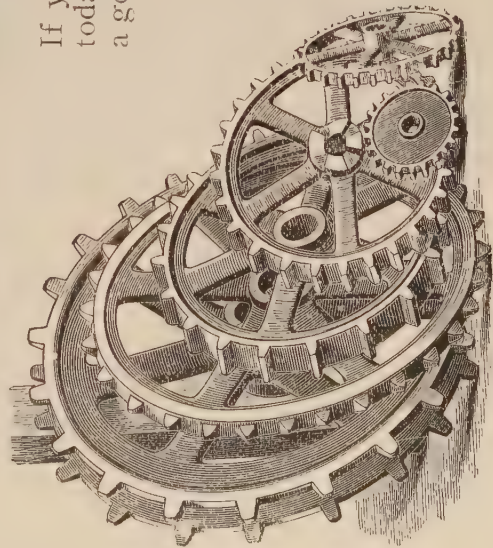
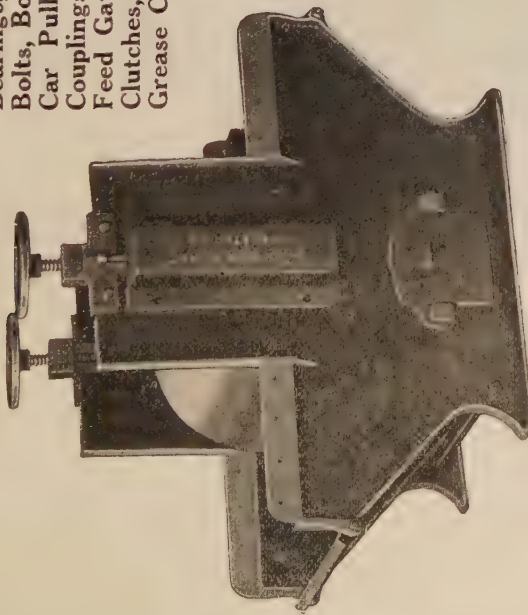
If you have just the slightest idea of building a new elevator or remodeling or repairing your old one—kindly send us full particulars, and we will gladly give you the best of advice taken from our long years of experience in the grain elevator machinery line.

If you haven't our catalog, you had better send for it today. You will want it throughout the season, and it's a good thing to have.

## UNION IRON WORKS DECATUR, ILL.



Flanged Face Couplings



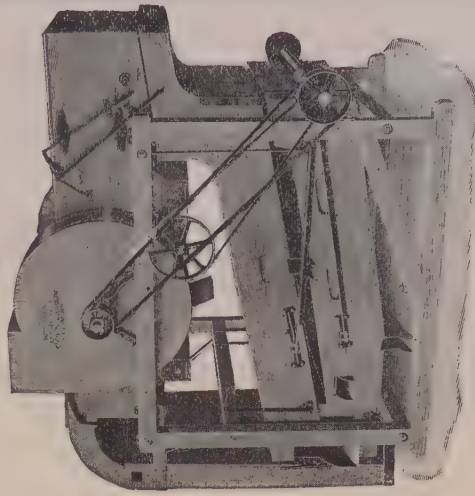
Sprocket Wheels



"Western" Mill Sheller



"Western" Gyrating Cleaner



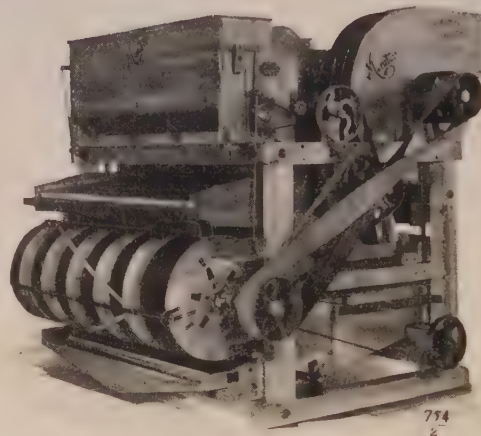
"Western" Combined Corn and Grain Cleaner



# Monitor Over The Top Monitor

That Is Just Where Monitor Machines Are.

Mixtures of  
Oats with  
Wheat  
Rye  
or Barley

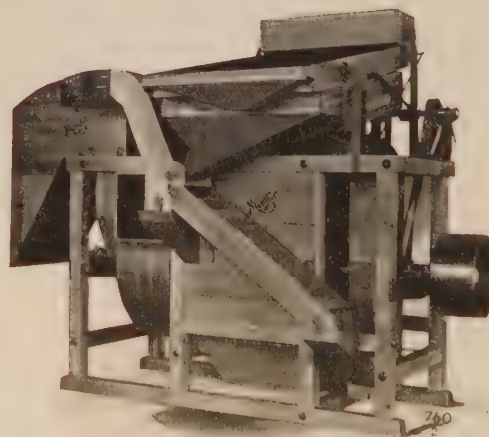


Are Perfectly  
Separated by  
This Machine.  
It Needs No  
Help to do it.

## Oat Clipping or Wheat Brushing

Oats Clipped  
and Cleaned  
Without Waste

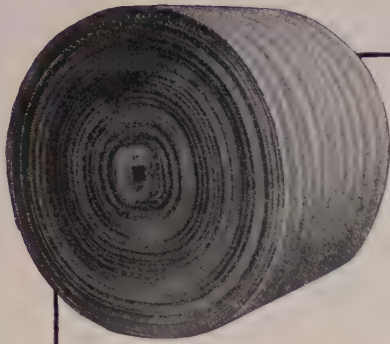
The  
Trade Knows



Wheat Cleaned  
Brushed and  
Smut Removed  
Turning Out  
a Bright  
Finished Stock

Made Only by the  
**HUNTLEY MFG. CO.**  
Silver Creek, N. Y.





# World-Wide EXPERIENCE

Has Shown That

The Better the Belt—the Cheaper  
in the Long Run

THERE is no question but that the number of interruptions in the grain elevator routine, due to unreliable grain belts, takes decided slump for the better with the substitution of a thoroughly good belt made by

# GOODRICH

Not only that—but it means the beginning of cumulative economies in labor, time and repair expense, which not infrequently mount up to the sum total cost of a new belt, and more, in a

year's time. Why court difficulty by the use of any belts but the best? It's like *saving* at the spigot while *losing* at the bung-hole.

*Start Saving now—Buy Goodrich.*

## THE B.F. GOODRICH RUBBER COMPANY

Makers of the Celebrated Goodrich Automobile Tires—"Best in the Long Run"

AKRON, OHIO—The City of Goodrich





H  
O  
W  
EH  
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W  
E

# Howe Scales—

The Only Scales Made  
With Protected Knives.

*Have Ball Bearings  
Are Everlasting*

Warranted the Best, Most Accurate, Sensitive and Durable. No Check  
Rods --- No Friction on Pivots --- The Only Ball Bearing Scale Made

Old Scales of Any Make Repaired and Refitted

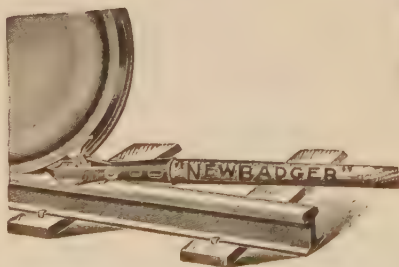
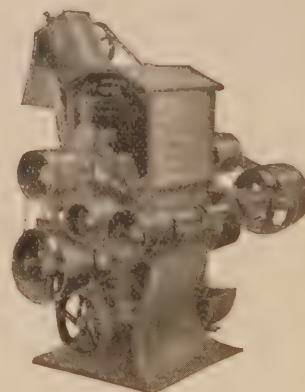


## A Complete Stock of Elevator Machinery

Always On Hand for Prompt Shipments

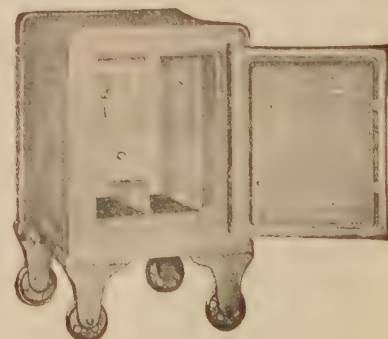
FOUR ROLLER MILLS FOR GRINDING  
CORN MEAL AND ALL KINDS  
OF FEED.

No Delay in Shipping.



Pyrene Fire Extinguishers  
Fire Proof Safes

All Kinds of Car Movers, Cup  
Belting, Buckets, etc.



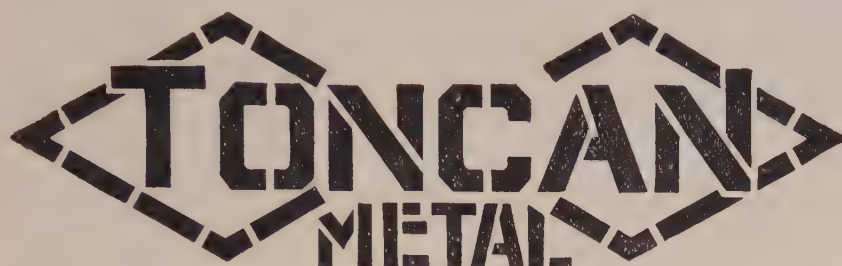
# American Supply & Machinery Co.

OMAHA, NEBRASKA



# And the best thing about it is—IT LASTS

What roofing and siding is best for your elevator? Anything inflammable invites fire; concrete means prohibitive expense. Steel? Well, steel's all right, but there is something better. It's called



It guards your elevator against fire; if properly connected it renders lightning harmless; and best of all, it

## Resists Corrosion

Corrosion is deterioration accelerated by modern conditions and cheap, hasty methods of manufacture.

Corrosion is infinitely worse than rust. It proceeds rapidly and irregularly. It cuts through and under. Rust is found on a nail that has been in service for fifty years and still working. Corrosion has actually destroyed the value of a nail driven two years ago.

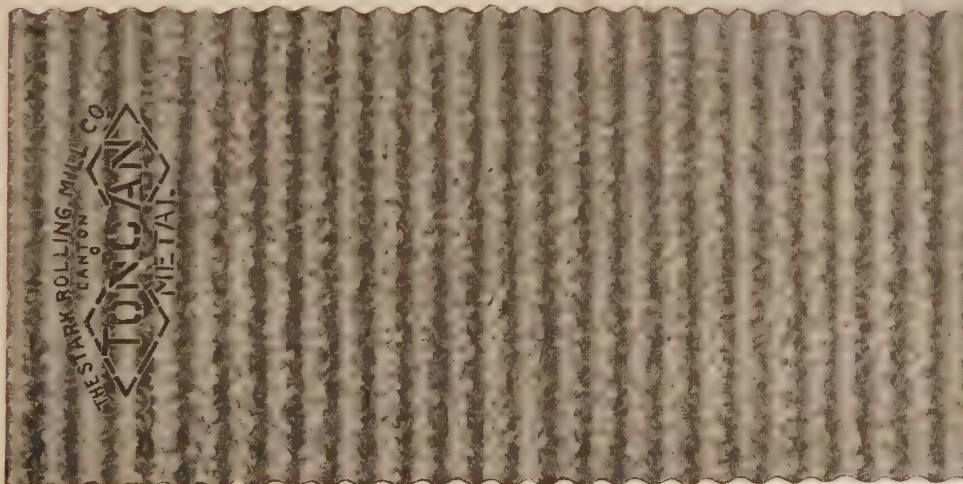
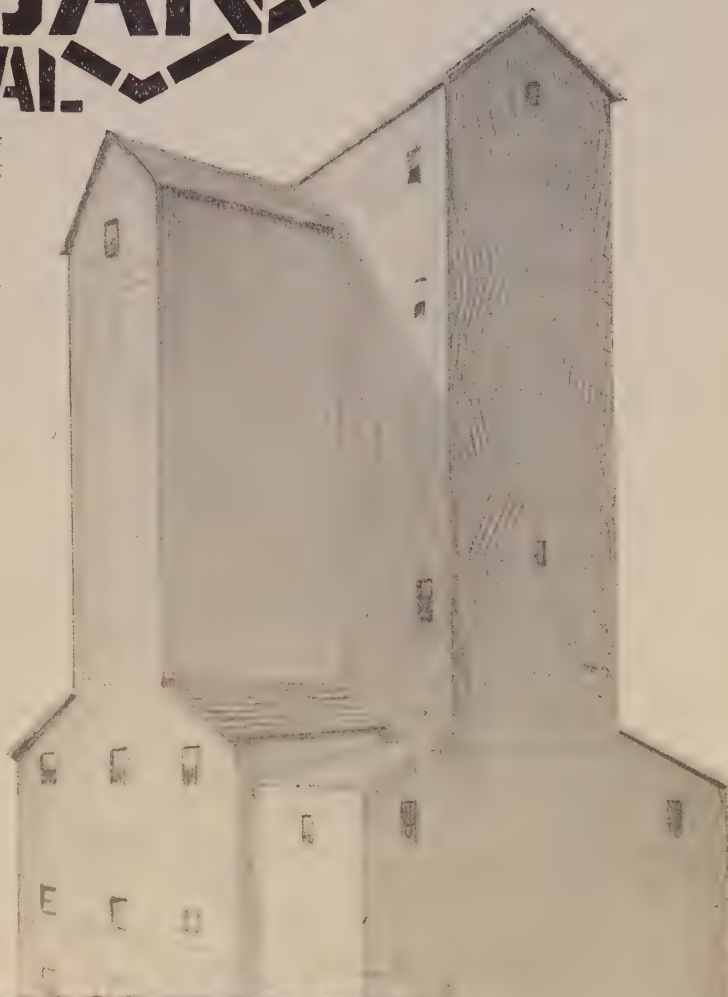
Since corrosion always begins at the surface and since sheet metal presents great surface and but little thickness, corrosion is sheet metal's worst foe. The best way to combat it, is to use Toncan Metal, the sheet metal that, because of its purity and uniformity, offers maximum resistance to corrosion.

Write for our book—"Corrosion—The Cause—The Effect—The Remedy" and ask your dealer or tinner about Toncan Metal.

**The Stark Rolling Mill Co.**

CANTON - OHIO

Sole Makers







## BARNARD-MOLINE Employes Elevator

Motor or Pulley Drive  
All Steel Frame

Equipped with our new patented not-tipping step which travels on four rollers, avoiding noise, repairs and uneven travel.

Also fitted, when so ordered, with a new automatic stopping device which acts when a passenger neglects to get off at the last upper floor.

In use in a large number of grain elevators and flour mills.

This company also manufactures complete equipments for Grain Elevators and Flour Mills, including Power Transmission Machinery.

Send for special bulletins on such subjects as interest you.

**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND**

**MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



# EVERY AGGRESSIVE GRAIN MAN

recognizes the importance and necessity of installing proper cleaning machinery to meet the exacting



OFFICIAL WHEAT STANDARD  
REQUIREMENTS OF THE

UNITED STATES  
DEPARTMENT OF AGRICULTURE  
EFFECTIVE JULY 15, 1918

This, however, is the easiest thing in the world for the man equipped with a

## RICHARDSON OAT SEPARATOR

A separator different from all others and the only separator with the traveling indented pocket apron and brush principle. In conjunction with a

## RICHARDSON SIMPLEX—THE REAL GENERAL PURPOSE CLEANER

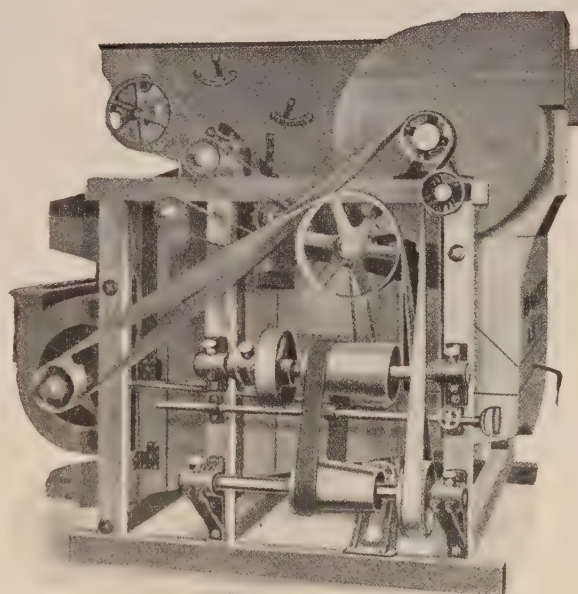
having the combination side shake cleaning gang—end shake double seed screen—variable speed and variable throw on the cleaning gang. Such an arrangement reduces that dreaded hoodoo, dockage, to an absolute minimum. Cleans the wheat better. Increases your capacity 25% to 50%, and thoroughly removes the oats and barley from the wheat.

Simply flood your cleaner sieves and run the tailings through a

## RICHARDSON OAT SEPARATOR

This makes a most perfect cleaning outfit. It's a wonder. That's all there is to it. Ask the man who owns one.

*Informational Catalog for the Asking*



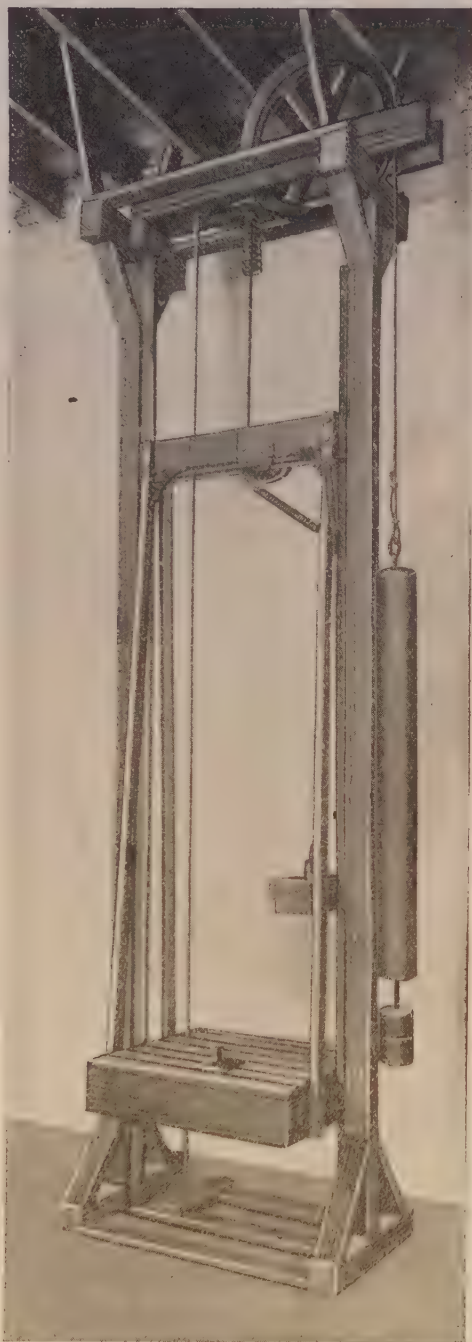
**RICHARDSON GRAIN SEPARATOR CO.**

MINNEAPOLIS

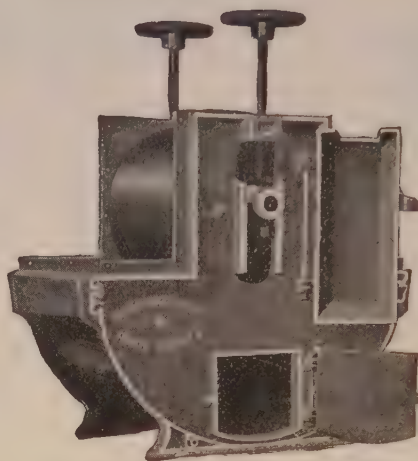
WINNIPEG



# We Manufacture All Kinds of Grain Handling Machinery



**SUCCESS MAN-LIFT**



**Birchard Elevator Boots**



**BIRCHARD IMPROVED DISTRIBUTOR**

*We also manufacture the "LORENZEN" Automatic, Non-Chokable Distributor*

Wagon  
Dumps

Rope Drives

Hanging  
Tensions

Friction  
and Jaw  
Clutches

Pulleys and  
Hangers

Elevator  
Cups  
Shafting

Safety Set  
Collars

Self Oiling  
Boxes

Bin Gates

Swivel Spouts

Receivers

Loading  
Spouts

Sectional  
Steel  
Spouting

Sprocket  
Wheels

Turn Heads

Wood Split  
Pulleys

Single and Double Leather Belt

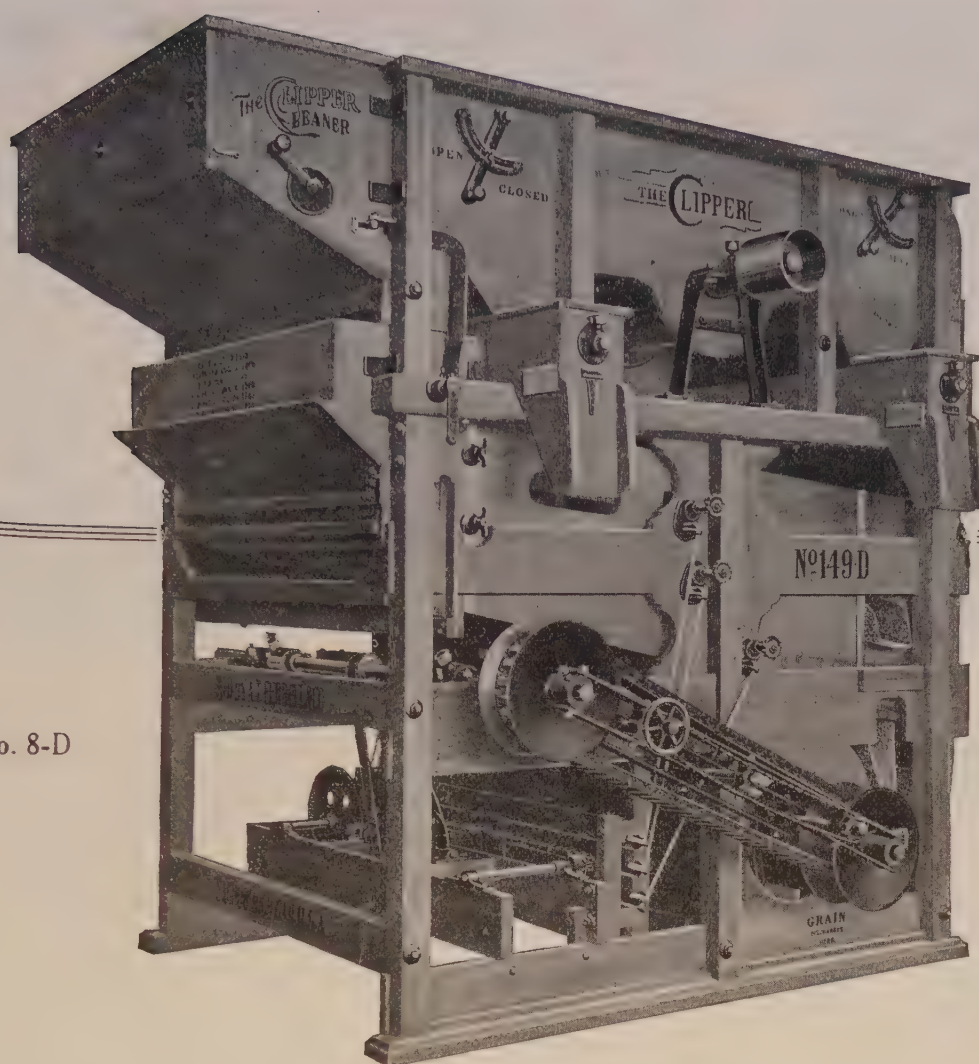
For the want of space we cannot mention one-fifth of the articles we make. Get our literature and our prices. We know that we can save you money. Every article we make we guarantee to give satisfaction or your money refunded.

## York Foundry & Engine W'ks.

Established 1872.

York, Nebraska.





No. 8-D

No. 149-D

## The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

*Write for catalog*

**A. T. FERRELL & CO., Saginaw, W. S. Mich.**



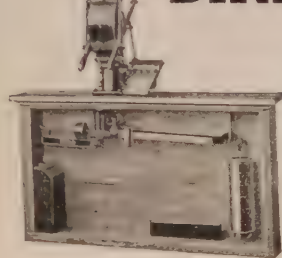


## A HOPPER SCALE Not Affected By Settling of House

Shipping scales in country elevators have not always given satisfaction because their accuracy was affected by the settling of the elevator.

Railroads question weights from automatic or hopper scales on the working floor. They must be shown beyond all shadow of doubt that all the grain that leaves the scale goes into the car. This cannot be proven when the grain must be elevated after weighing. Because of the fact that the

## BIRD SHIPPING SCALE



is placed in the cupola and operated from below, and that it weighs directly into car; that it is in no way affected by settling of the house; you can prove conclusively that all the grain went into the car; that your scale is level and weighing correctly; that you know the number of drafts that go into the car.

These are only a few of the many reasons why this is the proper scale for the shipper of grain. It should do away with all the trouble and expense of collecting claims from the railroads—it ends disputes.

If you will get into communication with us we will gladly explain to you the many advantages of this scale.

### C. E. BIRD & CO.

Minneapolis, Minn.

## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

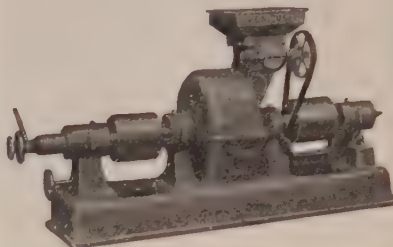
### J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

## ARE YOU SATISFIED

with the work done by your  
Feed Grinder?

Are YOUR CUSTOMERS  
coming back?

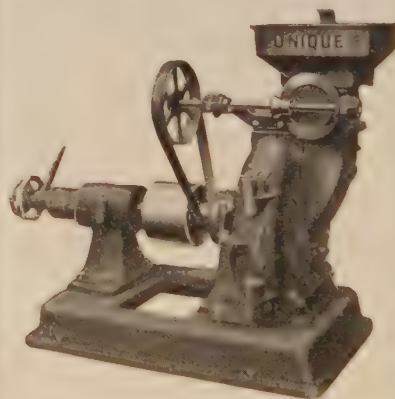


Do you grind 10,000 bags of  
feed a year or more?

If not—are you willing to be  
shown how to develop that  
end of your business?

## INVESTIGATE Unique Ball Bearing Attrition Mills

If you investigate, YOU  
WILL BUY.



Write Nearest Office

### Robinson Mfg. Co. Muncy, Pa.

P. O. Box 411

Chicago Office: 416 Western Union Bldg., Chicago  
459 L. St. N. E. - - - Minneapolis, Minn.  
1131 S. 2nd St. - - - Louisville, Ky.  
79 Milk St. - - - Boston, Mass.  
3325 Archwood Ave. - - - Cleveland, O.  
39 Cortland St. - - - New York City

BUY MORE   
LIBERTY BONDS



## Mr. Grain Dealer:—

Good corn is "sky high"—Middlings are practically unobtainable. The great need of corn for human consumption requires that good corn be saved for human needs.

If the farmers in your community are feeding corn to their live stock instead of selling it to you, they are making a big mistake. Thousands of farmers have discovered that it pays them better to sell their corn at the present high prices and feed SCHUMACHER FEED.

By telling your trade how they can change their feeding plan profitably, you can induce them to sell their corn to you and buy SCHUMACHER FEED—you profit by both transactions. Our national advertising is acquainting thousands of farmers with this BETTER and CHEAPER feeding plan.

## SCHUMACHER FEED

is an ideal feed for horses, cows, hogs and young stock. It is composed principally of Corn, Oats, Wheat and Barley by-products, correctly balanced and kiln dried. Mixed with a protein ration it is the world's greatest dairy feed. For horses and growing cattle it meets every requirement. Fed to hogs with SOME corn and tankage, it produces bigger and faster gains at considerably less cost.



### Get Behind This Popular Feed FOR EXTRA PROFITS

Tell you trade how they can sell most of their corn and buy SCHUMACHER FEED from you at much less cost and get better feeding results. Grasping opportunities is the keynote of success in business. Right NOW conditions are just right for you to make money by pushing SCHUMACHER. Farmers everywhere will welcome a feed that is BETTER and CHEAPER. SCHUMACHER FEED, the old reliable standby, supplies the way. Upon request we will send you a supply of SCHUMACHER FEED PLAN pamphlets which you can hand out to your trade to acquaint them with this tried and proven, cheaper, better feeding plan.

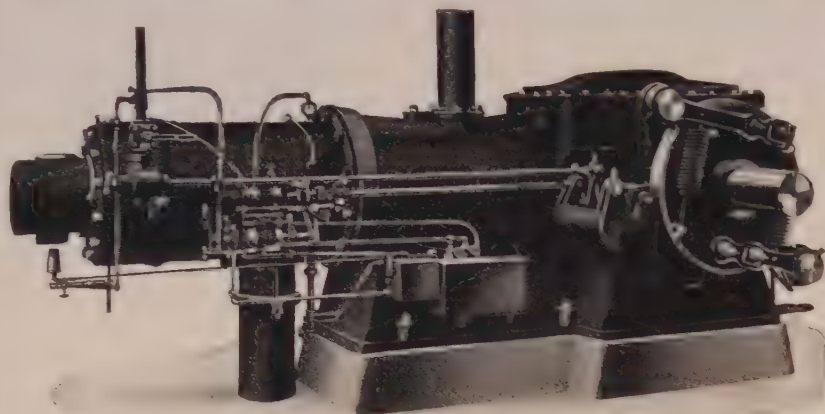
**The Quaker Oats Company** Address **Chicago, U.S.A.**



## Adapted to Your Needs

It would not be a profitable investment for any one to hitch a race horse to a plow, neither would it pay to bet on a draft horse in one of our famous derbies. But place each horse where he belongs and it works out advantageously. They are adapted to their different needs.

It is equally true of the engine you install in your elevator. To give you the maximum of power at the lowest possible cost, it must be adapted to your needs, built for that purpose. It is



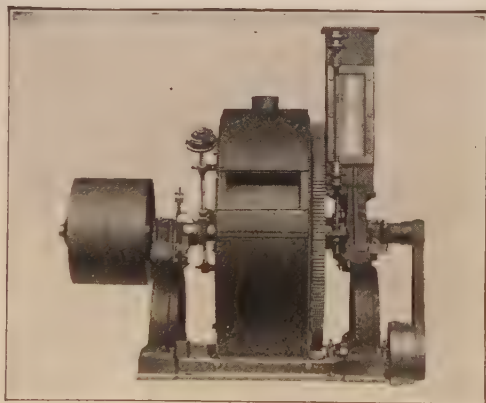
only possible to build such an engine after careful investigation of requirements. We have spared no money or time in perfecting the

### Money Making MUNCIE OIL ENGINE

It operates on the lowest grades of oil, and is "always working." The upkeep expense is practically nothing; you get all the power you need when you need it.

If you are contemplating the installation of a new power plant, do not buy an engine until you have investigated the MUNCIE. Drop us a card and we will forward literature.

**Muncie Oil Engine Co., 516 Jackson Street, Muncie, Indiana**



### TRIUMPH BARLEY PEARLER

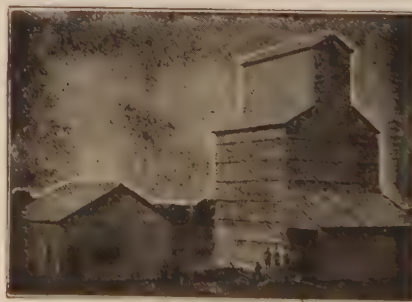
A continuous automatic machine for pearling barley which has been in successful use for over twenty-five years. Self-feeding, self-discharging, and adjustable while in operation.

Full information gladly furnished to those interested in pearling barley.

**Several for immediate delivery**

**THE C.O. BARTLETT & SNOW CO.**  
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.  
EASTERN OFFICE AT NEW YORK, N. Y.

## For Sale



For particulars see the  
**"ELEVATORS FOR SALE"**  
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

**The cost for advertising is 20c per line**



# PREPAREDNESS

---

When the large future crops are harvested, we must be prepared to conserve every kernel so that it may be converted into a food product in order that the great demand may be met.

High grade equipment means better handling facilities, which result in economy of operation and faster and cheaper handling of an increased crop.

## *Grain Conservation is Essential in War Times*

Think of the thrift meaning of an ELLIS DRIER---it not only conserves, but insures its owner against unseasonable weather conditions.

**GRAIN  
DRIERS**

**MEAL  
DRIERS**

**OAT  
PURIFIERS**

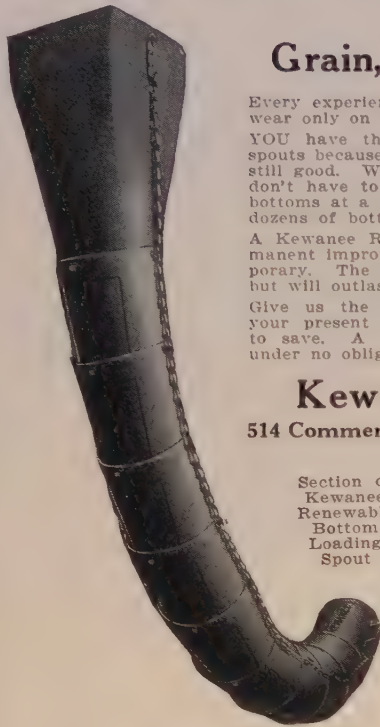
## The Ellis Drier Company

POSTAL TELEGRAPH BUILDING

CHICAGO, ILLINOIS



## A KEWANEE Renewable Bottom Loading Spout Saves Grain, Money, Time, Labor



Every experienced grain man knows that loading spouts wear only on the bottom side. YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

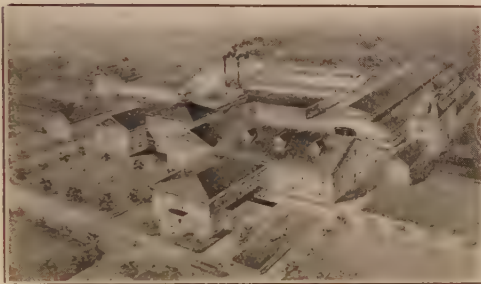
Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

**Kewanee Implement Co.**  
514 Commercial Street Kewanee, Illinois

Section of  
Kewanee  
Renewable  
Bottom  
Loading  
Spout



Pat. Pending



The "HOME OF THE WOLF"  
where Flour, Corn, Cereal and Feed  
Mill Machinery is manufactured.

## Corn Meal Spoiled?

This will happen when the final milling product is not properly dried and sterilized. Corn goods can be dried to any percentage and then sterilized by the Wolf Vacuum Steam Drier. Grain dealers are making big profits with the Wolf Vacuum Drier.

Write for Bulletin 89.

**THE WOLF CO.**  
Chambersburg, Pa.

**Eliminates  
Spotting  
Charges**



## Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

## NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately

**Advance Car Mover Co.** Appleton, Wisconsin

## KENNEDY CAR LINERS

**Prevent Leakages  
Avoid Claims  
Saves Money**

**Used by Thousands of  
Progressive Shippers**

MADE BY

**THE KENNEDY CAR  
LINER & BAG CO.**  
SHELBYVILLE, INDIANA

Prevent  
CLAIM LOSSES  
with

## TYDEN CAR SEALS

Bearing shipper's name  
and consecutive num-  
bers.

6000 SHIPPERS  
Are now using them.  
Write for samples  
and prices.

**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.



**For Accurate Moisture Tests  
use our Grain Dealers Air Tight  
Cans for forwarding your grain  
samples.**

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.



**Are You Wasting Money?**

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

## BOWSER FEED MILLS

**GROW  
HEALTHY  
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog  
and folder about the value of  
different feeds and manures.

**The N. P. BOWSER CO.**  
South Bend, Ind.







## Manufacturers of Elevating, Conveying and Power Transmitting Machinery



**P**REPARE for Bigger Business  
by installing new equipment.

Our large plant, devoted entirely to the manufacture of Elevating, Conveying and Power Transmitting Machinery, is well equipped to handle your needs whether you require new machinery or repairs.

General catalog sent on request. Visitors welcome at all times.

### Weller Manufacturing Company

1856 North Kostner Avenue, Chicago

BRANCH OFFICES:

New York  
Pittsburgh

Baltimore  
Birmingham

Salt Lake City  
San Francisco



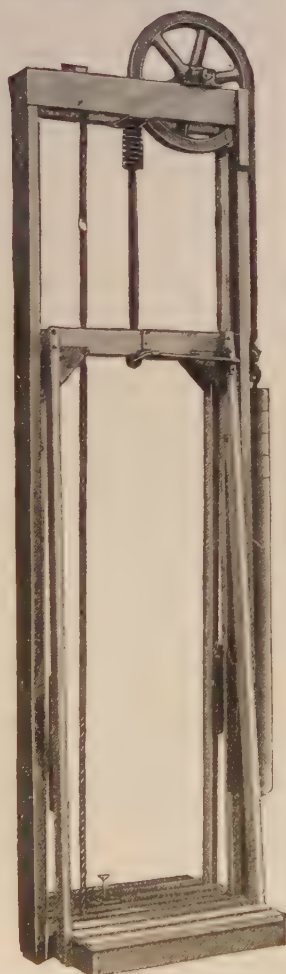


## Constant Satisfaction

in grain elevator machinery is something that all elevator owners and operators are after. If your machinery is not giving you the best service, and cannot be relied upon to take care of the grain that comes to your elevator, you are losing money by not installing, right away, a line of machinery that is up-to-the-minute, a line that has been in use for years and years, the tried-out-and-found-satisfactory kind. Constant satisfaction is found in grain elevator machinery comprising the

## CONSTANT LINE

This line includes every known device needed for the efficient conduct of an elevator. It is in use in hundreds and hundreds of elevators in all parts of the country. It is giving satisfaction and our list of users is increasing rapidly.



### Constant Safety Manlift

should be installed in every elevator. It promotes safety in your elevator and affords easy access to all parts of the plant. The saving effected in the cost of insurance soon pays for the installation of a manlift. It is ballbearing, and easily operated.

### Safety Platform Wagon Dump

provides safety where it is most needed. No danger of your patrons' horses being injured. It is provided with springs in front which breaks the jolt and saves the wagon. Dumps both high and low wheeled wagons.

No matter what you may need to bring your elevator to the point where you can rest assured that you are not going to have to turn away business because your elevator machinery is inadequate, we can supply it. Get in communication with either office. Tell us your needs and we will gladly solve your machinery problems. In any event send for our catalog.

**B. S. CONSTANT MFG. CO.**  
BLOOMINGTON, ILL.



# = Why — Not =

WHY YOU SHOULD - - - AND - - WHY YOU SHOULD NOT  
INSTALL A

## New Richardson AUTOMATIC GRAIN SCALE

### The Why's

- 1st. Because we want you to.
- 2nd. Because the NEW Richardson Self-Operating Automatic embodies every up-to-date principle of Automatic Weighing.
- 3rd. Because we guarantee that you will BE MORE THAN SATISFIED (our former guarantee was that you WOULD be satisfied).
- 4th. Because the NEW RICHARDSON operates without the aid of a HUMAN.
- 5th. Because it IS AUTOMATIC in every sense of the word.
- 6th. Because a "forgetting" operator can't make it go wrong.
- 7th. Because it is equipped with a TYPE REGISTERING device.
- 8th. Because it also has a "Non Set Back" Continuous Register, which acts as a "Check REGISTER" and also gives a record of the season's run.
- 9th. Because it will handle DIRTY GRAIN—Corn cobs and the like.
- 10th. Because when you are buying, you might as well buy the best, and have as good as your neighbor has.

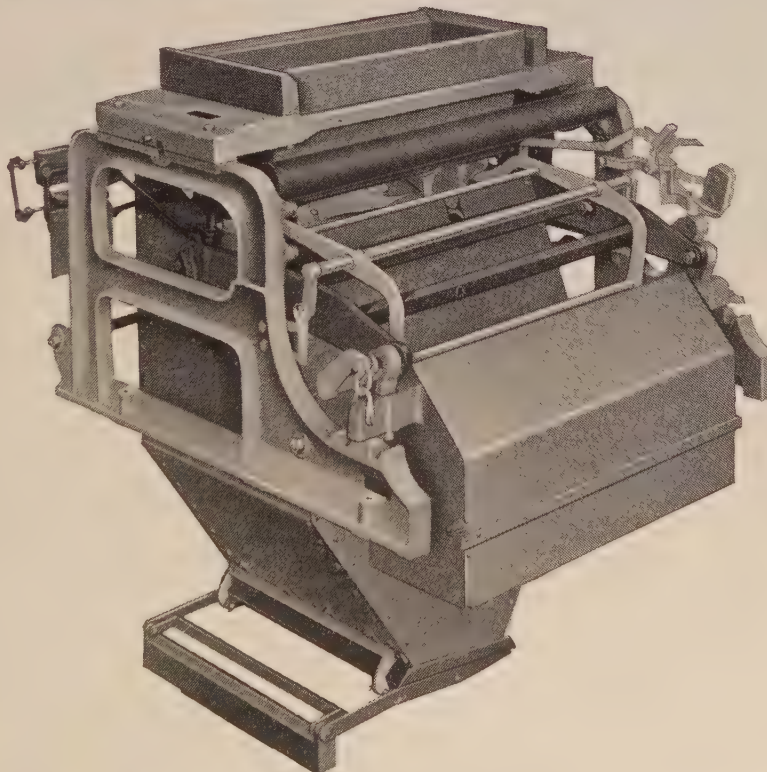
### The Not's

- 1st. Because it costs more money.
- 2nd. Because you are satisfied with a guessing machine.
- 3rd. Because you buy from some salesman WHO IS A FRIEND.
- 4th. Because you won't take the time to investigate.
- 5th. Because you think that some NAME, reputable because of successes in other fields, is also a stamp of success on their Automatic.
- 6th. Because you feel as though you would like to do some experimenting.
- 7th. Because your Bank Account is growing too fast, and you want to get rid of some of it.
- 8th. Because you know that RICHARDSON is "on top," and you feel sorry for the under dog.
- 9th. Because your friends ALL HAVE RICHARDSONS and you want to get "something different."
- 10th. Because you don't take the trouble to specify RICHARDSON SELF COMPENSATING TYPE REGISTERING AUTOMATIC SCALE in the specifications for your new elevator.

### THE NEW Richardson Self Compensating

#### OPERATES

without the touch of a hand. Weighs Wheat one minute, Corn the next minute, and Oats the next minute. Absolutely and Positively NO ADJUSTMENTS to be made. The first REALLY AND TRULY Automatic that has ever been sold.



### THE NEW Richardson Self Operating

#### ELIMINATES

the error possible with every human being. You cannot forget to adjust things, for there are no adjustments to be made. START THE ENGINE GOING, that's all, besides seeing that your Scale is in balance. Then when the car is loaded you press a lever which prints the ticket on the TYPE REGISTER.

## RICHARDSON SCALE COMPANY

OMAHA, 327 Grain Exchange Bldg.  
CHICAGO, 209 S. State St.

MINNEAPOLIS, 413 S. 3rd St.  
WICHITA, 147 N. Emporia Ave.

FACTORIES: Passaic, New Jersey



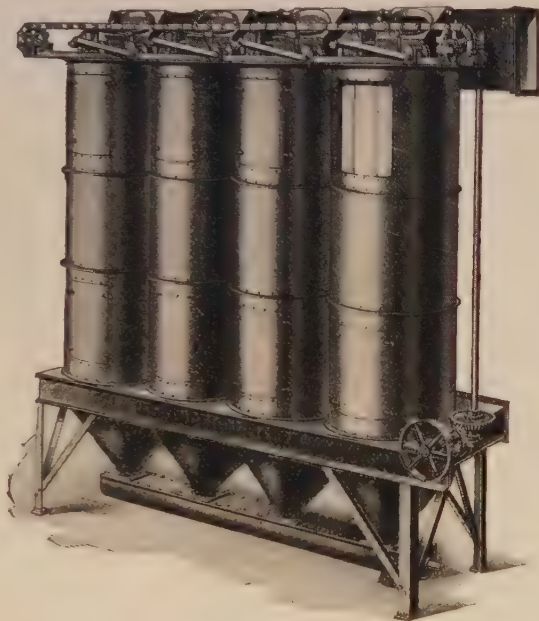
## Conserve Grain Dust and Sweepings

### Prevent Explosions from Dust Laden Air

Long tests and careful consideration of your needs guarantee the design and manufacture of

## U. S. Suction Filters

Standard equipment for mills, elevators, feed plants, seed warehouses, etc.



The simple action of necessary units adapts our machine to large or small plants.

Unlike any other Dust Collector, instead of blowing the very finest and most explosive dust out into the room, this machine disposes of all the dust by a suction filtering process.

Recommended and approved by Agricultural Department and all Fire Insurance Companies.

Let us submit specifications to your individual needs assuring repayment of the initial expense through the resale value of dust and screenings recovered and likewise affording protection against explosions and fires.

## U. S. Blow Pipe and Dust Collecting Co.

216 N. Washtenaw Ave., Chicago, Ill.

## THE AUTOMATIC DUMP CONTROLLER

has been in use since May 5th, 1908. Its steady increase in the number of sales each year is proof of the satisfaction it has given the many users throughout the Grain Sections of the United States and Canada.



Its simple design and durable construction and its requiring no attention put it in the lead for controlling dumps.

Now, since it is very necessary that all elevators are equipped with the most up-to-date and modern machinery, in order to handle the Grain to the best advantage, it would be well to give our Automatic Dump Controller a Trial, since the operation of your dump is one of the most essential features of your Elevator.

We now have over twenty-five hundred of the machines in use that are giving satisfaction. We guarantee all machines to give satisfaction.

**DON'T BUY THE NEXT BEST. BUY THE BEST**

*Circulars Upon Request.*

**L. J. McMILLIN**

523 Board of Trade Bldg., INDIANAPOLIS, INDIANA

## Building Grain Elevators

Are you contemplating either building a new grain elevator or repairing your old one?

The **CHEAPEST** Grain Elevator does not insure the **BIGGEST** per cent of profit or satisfaction.

What does a few hundred dollars amount to when comparing a good and bad plant?

The difference in cost in good material and poor material is a small item.

Labor expense on good material is Cheapest.

A little additional time in designing does not add to the expense.

The difference between good workmanship is offset by appearance.

OPERATION, DURABILITY and most of all, SATISFACTION, will soon reward the owner for the difference in expense.

**Why Not Build Something of Which You Will Be Proud?**

**L. J. McMILLIN**

523 Board of Trade Bldg., INDIANAPOLIS, INDIANA





## Just "Dried" is not sufficient—

Dried at the lowest "per bushel" cost.  
Dried without cracking.  
Dried without discoloration.  
Dried without fire risk.  
All this is high efficiency in corn drying.  
All this the INVINCIBLE accomplishes.

## Invincible Grain Cleaner Company

Dept. 4 SILVER CREEK, N. Y.

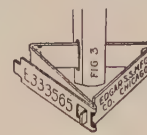
LIBERTY BONDS OR THRIFT STAMPS  
Back Our Boys With Your Money

## WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Grain Dealers Journal, La Salle St., Chicago

## STOP THE LEAK



by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

Edgar Steel Seal & Mfg. Co.  
Lawrence, Kansas

## GRAIN ELEVATOR BUILDERS

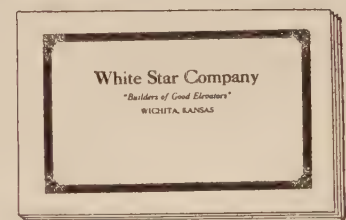
**W. C. BAILEY**  
Contracts and Builds  
**Modern Grain Elevators**  
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.  
433 Range Bldg., OMAHA, NEBR.

**A. F. ROBERTS**  
**ERECTS** ELEVATORS  
CORN MILLS  
WAREHOUSES  
**FURNISHES** PLANS  
ESTIMATES  
MACHINERY  
SABETHA, KANSAS

**D. F. HOAG & CO.**  
Designers and Constructors of  
**GRAIN ELEVATOR'S**  
202-4 Corn Exchange, Minneapolis

**R. M. Van Ness Construction Company**  
203 Grain Exchange, Omaha, Neb.  
Designers and Builders of  
**MODERN GRAIN ELEVATORS**  
Plans Submitted Correspondence Solicited

**B**  
**Burrell Built Elevators**  
are Better—  
the kind you need  
**Burrell Eng. & Cons. Co.**  
Chicago  
Portland Oklahoma City



**Our New Booklet**  
of  
**Elevator**  
**Construction**

Write for Catalog C-2.

White Star Co., Wichita, Kans.

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**  
OF CHICAGO

**MACDONALD ENGINEERING CO.**  
DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
MONADNOCK BLDG. CHICAGO, ILL.

## BOX CARS

10-60,000 capacity. Rebuilt for Grain handling Immediate shipment

**ZELNICKER IN ST. LOUIS**

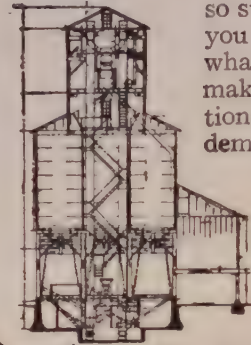
GET BULLETIN 230



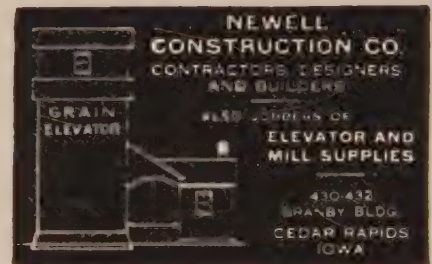
## GRAIN ELEVATOR BUILDERS

*Be Satisfied This Season!***"YOUNGLOVE does all the  
Contract calls for and MORE."**Concrete and Tile  
Quick ServiceCribbed and Balloon  
Guaranteed Work

REPAIR SPECIALISTS

**YOUNGLOVE CONSTRUCTION CO.**  
412 United Bank Bldg. SIOUX CITY, IOWA.NOT A CHINESE PUZZLE, BUT READABLE  
**PLANS and ESTIMATES**

so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance  
Construction Co.**  
Board of Trade INDIANAPOLIS, IND.**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED**BALLINGER & McALLISTER**  
ENGINEERS AND CONTRACTORS  
Grain Elevators Driers Coal Chutes  
Wood or Concrete  
UNITY BLDG., BLOOMINGTON, ILL.**EFFICIENT ERECTING CO.**We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS  
**GEO. H. CRAIG**  
6803 Parnell Ave., Englewood, Chicago, Ill.**FIREPROOF GRAIN ELEVATORS**  
DEVERELL, SPENCER & CO. Garrett Building, BALTIMORE, MARYLAND**B. J. CARRICO**  
1501 Commerce St., Ft. Worth, Texas  
Designer and Contractor of  
**CONCRETE and WOOD**  
Elevators and Flour Mills**BIRCHARD**  
CONSTRUCTION CO.  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
1125 J Street LINCOLN, NEB.Your Individual Needs  
are respected when your elevator  
is designed and built by  
**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEBR.  
Write for Details of Our System**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
510-512 Wait Building  
DECATUR ILLINOIS**A. G. BOGGESS**  
Builder of  
**GRAIN ELEVATORS**  
and Coal Pockets  
Phone F. 282 P. O. Box 166  
DECATUR, ILL.IF you wish to build your elevator  
right, my eighteen years experi-  
ence is at your command.**C. E. BIRD & CO.**  
MINNEAPOLIS MINNESOTA**Folwell-Sinks  
Patented Jack**

For lifting concrete forms

Manufactured and sold by  
**Nelson Machine Co.**  
WAUKEGAN, ILL.  
11 YEARS OF ACTUAL SERVICECHECK  
your re-  
ductions of  
pounds to  
bushels by  
using**Clark's  
Carload  
Grain  
Tables**New edition  
revised and  
enlarged.  
Price, \$2.50.GRAIN DEALERS  
JOURNAL  
Chicago, Illinois

R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of**GRAIN and COAL  
ELEVATORS****T. E. Ibberson Company**  
MINNEAPOLIS, MINN.



## Canadian Government Grain Elevator

Port Arthur, Ontario

*Capacity 3,500,000 Bushels*

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.



## MILLER & HOLBROOK

Decatur, Ill.

### DESIGNING ENGINEERS

**Reinforced Concrete Elevators, Large or Small**

Let us prove that our service will save you money on first cost — maintenance and operation.

*ESTIMATES ON REQUEST*



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

**Folwell-Ahlskog Co.**

McCormick Bldg. - Chicago, Ill.

*Write us for Estimates and Proposals*

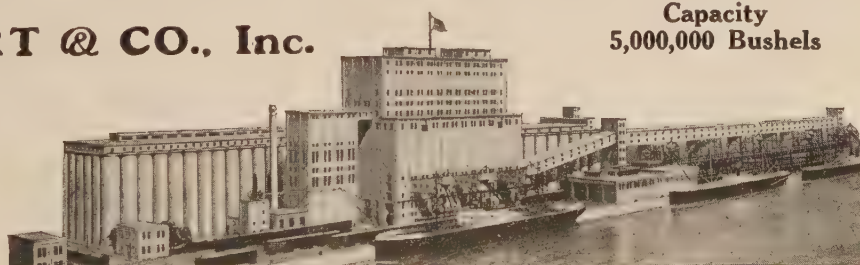
## NORTHERN CENTRAL ELEVATOR

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania R. R.

**JAMES STEWART & CO., Inc.**

*Capacity  
5,000,000 Bushels*

Designers and Builders  
GRAIN ELEVATORS  
IN ALL PARTS OF THE WORLD  
GRAIN ELEVATOR DEPT.  
15th Floor, Westminster Bldg.  
CHICAGO  
W. R. SINKS, Manager







CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

## MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.



**T**HIS reinforced flour mill for the Quaker Oats Company, located at Cedar Rapids, Iowa, was constructed by us in 1917. The building was completely cast in the short time of two months.

We constructed the Quaker Oats Company's first reinforced concrete flour mill in Akron, Ohio, in 1909.

**LEONARD CONSTRUCTION CO.**

WHITEHALL BUILDING  
NEW YORK

MCCORMICK BUILDING  
CHICAGO

# HICKOK

## Elevators *and* Mills

Experienced engineering and construction service is back of every

**HICKOK-ELEVATOR**

and

**HICKOK-MILL**

We can demonstrate results by accomplished work. Get in touch with our engineers.

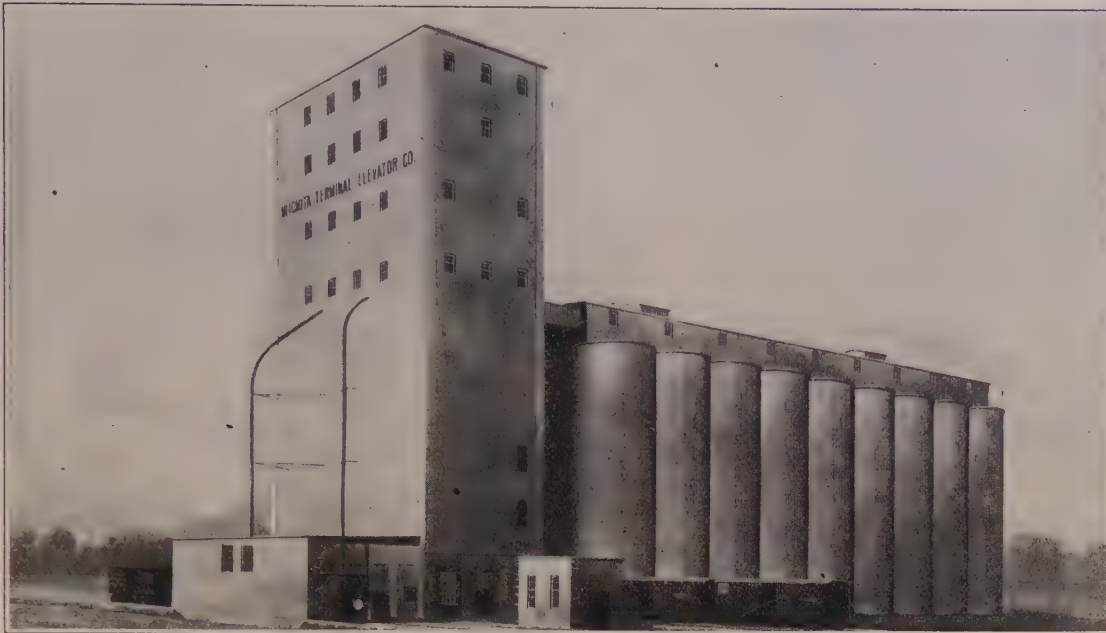
**HICKOK CONSTRUCTION CO.**

**ENGINEERS and CONTRACTORS**

Flour Exchange — Minneapolis, Minn.

Peyton Building — Spokane, Wash.





**Wichita Terminal Elevator, Wichita, Kansas**

Recently Completed. Total Capacity of Plant: 1,000,000 Bushels.

**Designing and Consulting Engineers for Entire Work**

**John S. Metcalf Company, Limited**

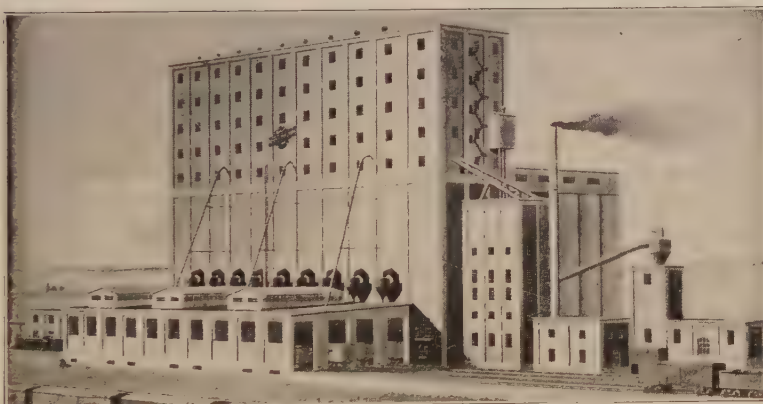
**GRAIN ELEVATOR ENGINEERS**

395 Collins Street  
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street  
MONTREAL, CANADA

108 South La Salle Street  
CHICAGO, ILL., U. S. A.

36 Southampton Street Strand  
LONDON, W. C., ENGLAND



**The 1,250,000 Bushel  
C. & N. W. Elevator**

at

**Council Bluffs, Iowa**

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

**WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS

**FEGLES-BELLOWS ENGINEERING CO.**

LIMITED

**ENGINEERS—CONTRACTORS**

GRAIN EXCHANGE,  
FORT WILLIAM, ONT.

UNION BANK BLDG.  
WINNIPEG, MAN.

**THIS IS WHAT WE DID IN 1917**

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William  
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William  
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.  
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.

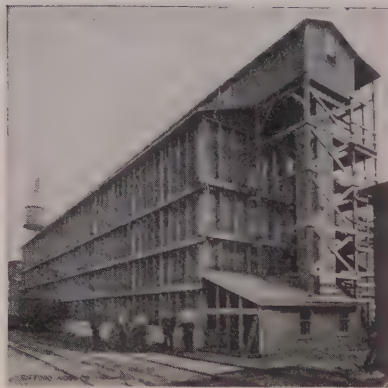


Canadian Government Railways Elevator, Transcona Man

**WE HAVE AN ENVIABLE RECORD FOR SERVICE**



## Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery  
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too!*  
Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

**G-W  
Wagon  
Loaders**  
Solves the  
Loading  
Problem

Send for  
Catalog 16G.



**GIFFORD-WOOD CO.**

Chicago Office: 565 W. Washington Street  
Works: Hudson, N. Y.

## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with  
**Torsion Balances.**



5055

Style No. 5055 Corn  
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

**The Torsion Balance Co.**

Pacific Coast Branch:  
49 California Street  
San Francisco, Cal.

Factory:  
Jersey City, N. J.

Office:  
92 Reade Street  
New York

**EVERY** time you boost the **JOURNAL** you encourage and  
help us to make it better. \*

**KEEP POSTED**

**GRAIN  
DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Fifty-five Cents for one year.

Name of Firm.....

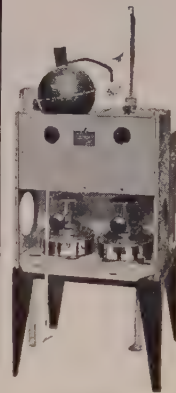
Capacity of Elevator

Post Office.....

.....bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.



Spring +  
Wet Corn =  
**TROUBLE**

Don't guess  
at the Mois-  
ture and Grade

—Be Sure—order the

**FLINT-BROWN-DUVEL  
MOISTURE TESTER**

One, Two, Four and Six Compartment Sizes.  
Glass or Copper Flasks (Government Spec-  
ifications), Alcohol, Gas or Electric Heated.  
Sold complete with Scale and all necessary  
supplies.

Write for Booklet.

**De Roo & Son, Inc.**  
Flint, Michigan



**The Longest Service Paint for  
Metal and Wood Surfaces**

Made in First Quality Only

**DIXON'S Silica  
Graphite PAINT**



Favorably known for over  
fifty years. Time-tests  
prove it to be the most  
durable for tanks, smoke-  
stacks, pipes, boiler fronts,  
and any kind of metal or  
wood work requiring  
protection.

May we count YOU  
among our valued  
paint customers?

Write for Booklet No. 15B  
and long service records.

Made in JERSEY CITY, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**

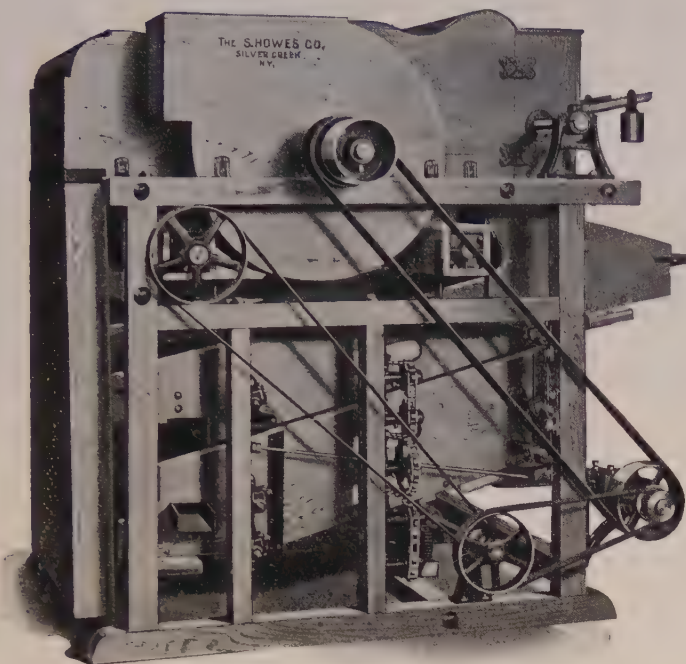
**D X N** Established 1827 **D X N**

**I Am the Man  
You Want**

I can fill that position you  
have open—fill it perfectly,  
to your satisfaction. Tell  
me where to find you in a

**Grain Dealers Journal  
Want Ad.**





## The Eureka Four Sieve Special Automatic Grain Separator

### Equipment includes

four wide sieves and two suctions, self-oiling bearings, disc-oiling eccentrics, and automatic sieve cleaners.

To insure smoothness in running, the sieves are divided up into two shoes, one being suspended over the other. Each shoe weighs alike and is driven from the same shaft by an independent set of eccentrics and thereby counterbalanced.

We manufacture machines for scouring, polishing, separating, classifying and grading all varieties of grains, cereals, seeds and their by-products.

*America's Most Efficient Cleaning Machine*

*Descriptive Catalogue Free*

**S. HOWES COMPANY, Inc.**  
SILVER CREEK, N. Y.



BUY MORE  
LIBERTY BONDS



## THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

**HUMPHREY ELEVATOR COMPANY**

Dept. G.  
Sole Manufacturers

Faribault,

Minnesota

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

## New York Belting & Packing Co.

91-93 Chambers Street  
NEW YORK

124-126 W. Lake Street  
CHICAGO, ILL.

2d Ave. N. and 3d Street  
MINNEAPOLIS, MINN.

218-220 Chestnut Street  
ST. LOUIS, MO.

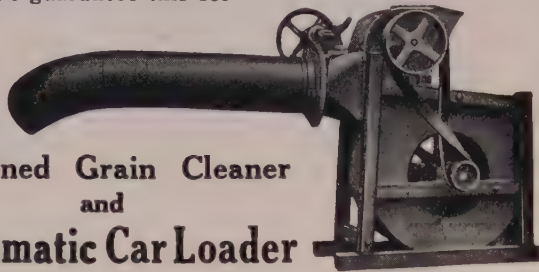




**CLEAN AND LOAD IN ONE OPERATION**

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The  
Combined Grain Cleaner  
and  
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

**THE BUSY SEASON**

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.



ECONOMY OF SPACE and ECONOMY IN USE are important features.

**The Hall Signaling Distributor**

is a simple, efficient, durable device which accomplishes ends none others reach as a thousand users will testify.

**HALL DISTRIBUTOR CO., 222 Ry. Exchange Bldg., Omaha, Nebr.**

**Cover's Dust Protector**

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



A  
cyclone  
in the  
true sense  
of the word  
has force of  
air without any back draft.

**The New "1905"  
Cyclone Dust Collector**

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

**The Knickerbocker Co.**  
Jackson, Mich.

**ALBERT MILLER & COMPANY**

Handlers of everything in

**HAY and STRAW**

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie  
Clover Packing  
Alfalfa Straw

192 N. Clark St.  
CHICAGO, ILL.

**WANT ADS**

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

**SHIPPERS'  
CERTIFICATE of WEIGHT**

Designed for the use of grain shippers who wish to make a written statement of the amount and grade of grain loaded into a car. Especially adapted for use in connection with claims for Loss of Weight in Transit.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ———— R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper. Order Form No. 89 SWC. Price \$1.00.

**Grain Dealers Journal, Chicago, Ill.**



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**FOR SALE**—25,000 bu. up-to-date grain elevator, on water and railroad. Also two fine business lots, center of city. Address E. Hauterbrook, Green Bay, Wis.

**FOR SALE OR TRADE**—Elevator in southwestern Iowa, on the C. B. & Q. Railway, for cash or land. Address Atlantic, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator and feed mill. Flour and feed business. No competition. Good business. Best plant in southwestern Wisconsin. Address J. H. Johnsen, Montfort, Wisc.

**FOR SALE**—Three cribbed and iron clad 10,000 bushel elevators, located in best wheat belt of Northern Utah. Price right. Address, John, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE**—At a bargain, if taken soon, two elevators in good grain country, one in Eastern South Dakota, one in Southwestern Minnesota. Address Blank, Box 9, Grain Dealers Journal, Chicago.

**CENTRAL IOWA** elevator for sale. Condition is first class in every respect. Good business; prosperous grain locality. Plant is electrically operated. Prices are right and terms attractive. Write L. B., 404, Ackley, Iowa.

**KANSAS** elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

**FOR SALE**—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

**TWO CENTRAL ILLINOIS** elevators for sale. One 60,000 and one 45,000 bus. capacity. All latest improvements. Large territories; good competition. Good Residence Town. Address Cash Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Line of six elevators located on C. M. & St. P. and R. I. roads in best grain section of northern Iowa. Might trade for land. Chance of lifetime for someone. Address W. H. H., Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE OR LEASE**—Mill and elevator, Bushyhead, Okla. Fully equipped in No. 1 condition; established business; big grain country; prospects fine. A good deal can be made. For information write George R. Webb, Chelsea, Okla., Administrator.

**FOR SALE OR LEASE**—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex. Verdoot & Co., Bonnot's Mill, Mo.

**BARGAIN** for quick sale—25,000 bushel elevator with 48x80 warehouse, both reinforced concrete. It is equipped with gasoline engine, full cornmeal and receiving separator. Two unloading legs, ample trackage with track scales. Address B. J. Carrico, Forth Worth, Texas.

## ELEVATORS FOR SALE

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**CENTRAL IOWA** elevator for sale. Doing good business. Prices and terms are right. Good reasons for selling. Address Mars, Box 9, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator, coal and implement business in large town within sixty miles of Chicago. One good competitor. Station handles from 400,000 to 500,000 bushels annually. James M. Maguire, 6454 Minerva Ave., Chicago, Ill.

## FOR SALE

Modern up-to-date elevator on Frisco, Rock Island and Santa Fe railroads. Capacity 16,000 bushels. Grinding capacity 100 sacks chops per hour. Equipped with invincible cleaner, also wheat scourer and oats clipper. Electric power.

Does a good business twelve months in the year; also has large hay warehouse and coal bins.

This is the only transit shelling elevator west of Oklahoma City on the Frisco. Our town has 18,000 population and is growing rapidly.

Look at the location on the map. Price right, and terms to suit.

The Linton Grain Company,  
Chickasha, Okla.

## ELEVATORS WANTED.

**MILL OR ELEVATOR** wanted. Send description. C. C. Shepard, Minneapolis, Minn.

## I WANT TO BUY RIGHT.

Somewhere in a good locality in Northern Iowa is an elevator bargain I want. Tell me about what you have. Address IOWA, Grain Dealers Journal, Chicago, Ill.

**WILL TRADE** half section of Montana land for elevator located in Montana, South Dakota, North Dakota or Minnesota. Address Return Box 8, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR WANTED.

In Southern Minnesota or Northern Iowa. Describe elevator and location fully also advise as to competition, amount of business and lowest cash price.

H. W. Ibling, Waltham, Minn.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**JAMES M. MAGUIRE**  
6454 Minerva Ave., Chicago, Ill.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## BUSINESS OPPORTUNITIES.

**FOR SALE**—Small grain, lumber and coal business. Address J. C. Erwin, Inwood, Ind.

**IF YOU WANT** to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

## REJECTED WHEAT WANTED

**WANTED** — Rejected Wheat or

Flour. Send Samples and Prices.

Box 108, Rochester, N. Y.

## SCREENINGS WANTED

**WANT TO BUY** Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

**Clover and Alfalfa Seed Screenings** wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## STEAM ENGINES, BOILERS.

**FOR SALE** Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

**CORLISS ENGINE**—For sale, an 18x36 used Corliss Engine, in good working order. Write for specifications to Phoenix Flour Mills, Evansville, Ind.

**FOR SALE**—One 30x60 Allis-Chalmers heavy duty Engine. One 23x48 Nordberg Engine. Two High Speed Westinghouse Engines. Merchants Steel & Supply Co., 208 S. La Salle St., Chicago, Ill.

**FOR SALE**—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

## POWER PLANT SALE.

Steam Plants: One of 450 to 700 h.p., the other of 250 to 350 h.p., complete, including boilers, feed and fire pumps, dynamos, economizers and water softeners; in good condition.

Gas Engines: One 10 and one 15 h.p. gas engines, in excellent condition.

Immediate delivery can be made. We are changing to electric power.

Everett, Aughenbaugh & Co., Waseca, Minn.

**POWER PLANTS** for sale. Two complete plants; 75-h.p. boilers and Corliss engines. One of these engines has been used very little. After being cleaned up will be good as new. The other has been used for several years. Will make attractive price if taken immediately.

Also two double stands 9x18 rolls. Address Plant, Box 8, Grain Dealers Journal, Chicago, Ill.



**ENGINES FOR SALE.**

**FOR SALE**—(1) 20-h. p. gas engine in good condition. Price \$200. Woodbine Grain Co., Woodbine, Kans.

**FOR SALE**—One 12-h.p. Fairbanks Morse gasoline engine in good order. Price \$175.00. Kitchel's Elevator Co., Kitchel, Ind.

**ACME GAS ENGINE**, 10-h.p., in splendid condition; a genuine engine snap. J. S. Cameron, Elliott, Ill.

**FOR SALE**—One 15-h.p. Witte Gasoline Engine. One Diamond Stone Meal Burr, both in first class condition. Dalton Grain Co., Dalton, Mo.

**FOR SALE**—30-h.p. Foos Gas Engine. New piston, new cylinder, in perfect working condition. Address Stewart Elevator Co., Tab, Ind., RFD No. 1.

**FOOS ENGINE FOR SALE**—Eight h.p. run only 15 months. Good as new. Have installed larger engine which is only reason for selling. Will Sell Right. Equity Elevator Co., Bynum, Mont.

**FOR SALE**—We have a used 6-h.p. Calahan gas engine, nearly new and in perfect working condition. It gave place to a larger engine. Write us about it. Meyers & Stoukel, Tolstoy, N. D.

**FOR SALE**—(2) Ideal engines, one 75 h.p. and one 100 h.p.; one 15-h.p. gasoline engine. (1) 37½ k. w., 115 volt D. C. Generator. Also, motors, new and used, bought, sold and exchanged. Walter S. Hodgman & Co., 1317 Fisher Bldg., Chicago.

**A BARGAIN**—One 80 h. p. boiler, one 25 h. p. steam engine and fittings; one Brown-Duvel moisture tester. Can make quick shipment. Address Royal, Box 9, Grain Dealers Journal, Chicago, Ill.

**HAY WANTED.**

**WANTED**—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

**DYNAMOS—MOTORS.**

**MOTORS OF ALL KINDS** and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

**FOR SALE**—One new 5 h.p. 1750 RPM single phase motor. Run two months. Installing sheller and have bought 10 h.p. motor of same make. Address H.P. Box 9, Grain Dealers Journal, Chicago.

**TRACK SCALES FOR SALE.**

**FOR SALE CHEAP**—One Buffalo railroad track scale, 42' long, 100 tons capacity, with dead rails. This scale is practically as good as new. Crabbs Reynolds Taylor Co., Crawfordsville, Ind.

**SCALES FOR SALE.**

**HOWE HOPPER SCALE** for sale. This is a 700-bu. scale, good as new. Price \$140. Richardson Scale Co., Wichita, Kans.

**FOR SALE**—Second-hand Avery Automatic Elevator Scale; capacity 6 bushels per discharge. Good Condition. Address, Scale, Box 8, Grain Dealers Journal, Chicago, Ill.

**SCALES REPAIRED AND SOLD**

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

**COLUMBIA SCALE CO.**  
2439 N. Crawford Ave. - Chicago, Ill.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

**MALE HELP WANTED.**

**WANTED**—An experienced grain and elevator manager by July 1. Tell us who you are and what you have done. H. D. Paynter, Secretary, Galva, Kans.

**WANTED**—Experienced grain buyer on or about June 20, for elevator 11 miles from Lewistown, Mont. Address Farmers Elevator Co., Lewistown, Mont.

**WANTED**—Man to handle grain and lumber. Prefer one who can talk German. State experience fully in first letter. Address Elco, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—Manager for grain elevator, prefer one that will buy an interest and take active charge. Give experience, age, references and salary expected. Address Cook, Box 9, Grain Dealer Journal, Chicago.

**MANAGER WANTED** for small elevator and lumber yard in Northern Illinois. Salary and Commission to right party. State experience and give all details about self in first letter. Address Rose, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Experienced grain man. Work would be principally buying and selling coarse grains in the country. Position is good one with a large firm, with extensive, established business. Address Witch, Box 8, Grain Dealers Journal, Chicago, Ill.

**ABOUT JUNE 1ST** we will want a few first class elevator men, experienced in wheat, corn and oats, and able to get their share of the business. Advise where and when you have worked, and what salary expected. Address Ex, Box 6, Grain Dealers Journal, Chicago.

**WANTED**—Young man with elevator or mill experience, must be good judge of grain and seeds. Prefer man with some knowledge of machinery. Good chance for advancement in good town. Live, aggressive concern. The Wellington Flour Mills Co., Wellington, Ohio.

**MANAGERS WANTED**—Large, old established line elevator company, operating in North Dakota, has openings for good, live agents. In replying give experience, references and salary expected, stating whether married and desires as to schools, churches, etc. Address Line, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED FOREMAN** to take charge of wood-working department and machine shop of manufacturing plant. Must have good record, a man who can plan the work and see that it is carried out. Also must do some of the designing and check all work. Experience on Grain Handling machinery preferred, or similar work. Address Dick, Box 6, Grain Dealers Journal, Chicago.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

**MANAGER Wanted**

with executive ability and proven experience to operate modern grain mill. Salary and share in profits. Address Morris F. Westheimer, 209 E. Court Street, Cincinnati, Ohio.

**SITUATIONS WANTED.**

**GRAIN BUYER** wants position with good concern. Ten years with one firm. A-1 reference. H. J. Shaffer, Hooper, Nebr.

**GRAIN BUYER** of long experience wants to manage country elevator. Married, age 40 years. Best of references. Box 156, Galva, Kans.

**WANTED**—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Position as general manager of Elevator by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

**WANTED** position as manager of elevator by man experienced in grain coal and feed. For particulars write George, Box 7, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—Practical engineer, 20 years experience, I. C. S. diploma, wants position. Prefer Illinois or Missouri. Address J. M. B. Shanks, Dixon, Mo.

**WANTED**—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

**WANT POSITION AS MANAGER** of farmers or line elevator. Have had six years experience in elevator management. Am 39 yrs. of age. Milo Cook, Kennebec, S. D.

**WANTED**—Position by man with seven years experience in buying and selling grain. Would like place as manager of elevator or grain business. J. D. Banks, American Falls, Idaho.

**GRAIN BUYER** wants position. Years of experience; best of references. Minnesota or North Dakota preferred. Married, not subject to draft. Address H. G., Box 9, Grain Dealers Journal, Chicago.

**POSITION WANTED** as assistant or manager of up-to-date elevator. Have had two years experience in city and five years in country elevator. Address, Win, Box 9, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** by married man as manager or agent of country elevator, or traveling solicitor: Western Territory. Experienced in grain, feed, flour, salt, hay and coal. Address, Ball, 8, Grain Dealers Journal, Chicago.

**SITUATION WANTED.**

Solicitor of experience in calling on the grain dealers of Illinois, Iowa and South Dakota wants place with live receiving house. First Class reference. Address Mature, Box 8, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—Young man with ten years' experience in country, in terminal markets and on the road, and with wide acquaintance over Missouri, Kansas, Oklahoma and Texas, is open for position in any department of the grain business, either straight salary or commission basis. Write or wire, Texas, Box 9, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—I have had about twenty years experience handling grain and seed; ten years experience managing a country elevator, balance of the time on the road and in office in terminal market. Am member of the Indianapolis Board of Trade. Would consider managing an elevator, or a traveling position, either grain or seed. Can give best of references. Address W. J. Mercer, Spiceland, Ind.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.



## MACHINES WANTED.

**WANTED**—One high pressure steam boiler, 150 horse power. Must be in first class condition. Address C & C, Box 5, Grain Dealers Journal, Chicago.

## ATTRITION MILL WANTED.

**WANTED TO BUY** attrition mill, belt driven. Give full particulars as to make, capacity and condition, and cash price, boxed, f. o. b. cars. Clinton Milling Company, Clinton, Okla.

## MACHINES FOR SALE.

**FOR SALE**—Ideal Car Loader and several pulleys. Renkes Bros., Morrison, Ill.

**FOR SALE**—Barnard & Leas 3 pair high 9-18 roller mill at \$150.00, f. o. b. Cambridge, Ill. Wm. Ringle & Co.

**FOR SALE**—One No. 14½ Western Warehouse Sheller; used less than 3 months. In A No. 1 condition. A. E. Betts & Son, Forest, Ind.

**FOR SALE**—One No. 2½ Iron Prinz Scourer. One No. 2½ Prinz Cockle Machine; and one Eureka Wheat Cleaner. Columbia Mill & Elvtr. Co., Columbia, Tenn.

**FOR SALE**—(1) Mattoon Grain Cleaner and Pneumatic Car Loader, all in good shape. This cost \$185 new, will sell for \$50. J. S. Cameron, Elliott, Ill.

**FOR SALE**—One Sidney Oscillating Corn and Grain Cleaner, capacity 350 bu. small grain in good condition. Reason for selling, too small. Richards Bros. & Co., Campbelltown, Ohio.

**SWEET FEED MILL MACHINERY** for sale. Plant is being dismantled. Will sell as whole or separately. Machinery and equipment used only twelve months and is in splendid condition. Will make prices that are attractive for quick sale. Equipment includes:

- (1) half ton mixer, with extra cylinder;
- (1) cracked corn separator;
- (1) Gate City steam generator;
- Standard dormant hopper scales;
- (1) 50-h. p. motor.

And all other necessary equipment, such as steel and iron pulleys, ceiling and post hangers, belting, buckets and boots.

Write P. O. Box 111.  
Nashville, Tenn.

## MACHINES FOR SALE.

**FOR SALE**—No. 8 Monitor oat clipper, and No. 7 Monitor dustless warehouse and Elevator separator, both machines now running. We need larger machines. Addr. Oat, Box 9, Grain Dealers Journal, Chicago.

**FOR SALE**—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

## I GOT A LITTLE GIANT A Workin' for Me

It's the only complete, self-contained flour making plant in the world. No other machinery needed. Operates equally as well with Barley or rye as with wheat. Ask Alton Mill Furnishing Co., Alton, Ill., if you can have one.

**FOR SALE**—Foos Scientific Degerminating Machine.

Three Steel Gubbins Driers.

One Gluten Tank.

Two Cast Iron Cone Hoppers. Also shafting, pulleys, pipe and valves. Merchants Steel & Supply Co., 208 S. La Salle St., Chicago.

## HOWE'S ST. LOUIS BARGAINS.

Scales: Refitted Wagon, Dormant and Portable scales. New Howe Scales for every purpose. Do you need a scale, grain tester or truck

Cash Registers: Aids to bookkeeping and accounting. Now have St. Louis and rebuilt National Cash Registers. They are accurate as adding machines. Are you interested?

Safes: Burglar proof, portable vaults and filing safes, or: What do you want?

Howe Scale Co., St. Louis, Mo.

**WANTED**—Grain Dealers who know a good thing—to give the Improved Economy Cracked Corn Separator and Grader a thirty day FREE TRIAL. Then: "No likes, no Takes," and no hard feeling on our part. This device takes up very little room, requires very little power, and produces a poultry feed that builds up a line of satisfied customers. It is a genuine money maker for the grain man. Write for catalogue and prices. Have the distinction and profit of putting in the first one in your locality. This device is a winner. J. W. Linkhart & Sons, North Vernon, Ind.

## REAL BARGAINS

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

## BAGS—BAGGING—BURLAP.

**WANTED! WANTED!** Bags, bagging and burlap. Write what you have for sale or what you want to buy. A. B. See Bag Co., 86 E. Walker St., New York City.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## Directory Grass Seed Trade

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Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCauseland, Sam'l, ryegrass and dogstall.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### GIBSON CITY, ILL.

Noble Bros., whlse. seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fld. seeds. Lewis & Chambers, whlse. seed merchants. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass and garden seeds.

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Georgia Seed Co., field and garden seeds.

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Schwill & Co., O., garden and field seeds. Russell-Heckle Seed Co., all southern seeds.

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Courteen Seed Co., field seeds. L. Teweles Seed Co., field seeds.

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Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

### NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., whlse. seed mchts. Radwaner, I. L., field & grass seeds, exp. impts.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

### ST. LOUIS, MO.


J. Goldsmith & Co., grass seeds, peas, grain. Schisler, F. & G. S. Co., A. W., seed merchants.

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Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

### TWIN VALLEY, MINN.

Helberg, M. A., wholesale seed merchant.



**\$50,000 Worth of Power Transmission Machinery Bargains.**  
**\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.**  
 Send for Bargain List No. 18-T.  
**TEUSCHER & SON MACHINERY SUPPLY CO.**  
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 We Buy All Kinds of Machinery Plants.

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Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

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**MACHINERY**

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**GOOD AS NEW**



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Good, recleaned Alfalfa Seed, \$10 per bu. Wamego Seed & Elevator Co., Wamego, Kans.

WE LIVE WHERE IT GROWS—Cane and Millet Seed; get our prices. Sharp Bros., Healy, Kans.

### SOY BEANS.

Thousands of bushels, both early and late. Practically every variety. Ask for special prices. O. M. Scott & Sons Co., 111 Main Street, Marysville, Ohio.

WE OFFER A LIMITED QUANTITY KENTUCKY BLUE GRASS AND ORCHARD GRASS SEED. HIGHEST GRADE. FOR QUICK ORDER. ELMENDORF COAL & FEED CO., INC. LEXINGTON, KY.

## SEEDS FOR SALE

FOR SALE—Alfalfa Seed. For samples and prices write Grain & Storage Co., Douglas, Wyo.

FOR SALE—Red Clover, Timothy and Montana-grown variegated Alfalfa. Northern Field Seed Co., Winona, Minn.

### SEED BARGAINS.

Recleaned Sudan, seventeen cents per pound; Alfalfa seed, ten cents per pound. Seamless bags extra, at 50c each. Order now; tomorrow may be too late. The Sedgwick Alfalfa Mills, Sedgwick, Kans.

## SEEDSMAN WANTED.

HELP WANTED—Middle aged man to manage warehouse for recleaning and handling seeds. Must have experience. Permanent position. Must have good references. Address Seeds, Box 8, Grain Dealers Journal, Chicago, Ill.

## SEEDS FOR SALE

TESTED SEED CORN—Qualities that will grow; varieties that are early enough to mature anywhere in Northern Iowa, Illinois or Indiana, and Southern Michigan, Wisconsin and Minnesota.

Varieties are: Reid's Yellow Dent, Iowa Silver Mine and Iowa Gold Mine, at \$7 per bu.

In the 90-day varieties we offer Pride of the North, Silver King, and Early Iowa Yellow Dent at \$8 per bu.

Ensilage corn at \$5 per bu.

Terms: Cash with order. Seed sold subject to approval in ten days, or money back.

Reference, First National Bank, this city. Council Bluffs Seed Co., Council Bluffs, Ia.

## RUDY-PATRICK SEED CO. ALFALFA SUDAN MILLET CANE KANSAS CITY, MO.

### THE CRUMBAUGH-KUEHN CO.

TOLEDO, OHIO  
We pay top prices for seeds. Your track or Toledo. Send samples.  
**CLOVER**  
ALSIKE TIMOTHY ALFALFA

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BUYERS—SELLERS  
Field and Garden Seeds  
CINCINNATI - - OHIO

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### FLOWER, FIELD and LAWN SEED

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That order for clover or timothy futures  
"Send it to Zahm"

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Here since 1879 Ask for our daily Red Letter—Free

## WE WANT CORN THAT WILL GROW STOECKER SEED CO. Peoria, Ill.

### H. W. DOUGHTEN, 59 PEARL STREET, NEW YORK CITY

Importers, Exporters and Jobbers  
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We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

### SEED CORN For Sale

Both Hand and Machine Shelled.  
Also in the Ear. Yellow and White.

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Malden, Missouri

### The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

### The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

### RE-CLEANED COW PEAS - CANE SEED TENN. SEED CORN

CAR LOTS OR LESS—LOW PRICES

### RUSSELL HECKLE SEED CO.

MEMPHIS, TENN.

### CRAWFORDSVILLE SEED CO.

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CHICAGO, ILL.

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[Incorporated]

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### THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, MAY 10, 1918

THE Crop Killers Union seems to have moved and left no forwarding address. Can it be the gang has joined the Prussians?

A HOPPER bottom for all bins and sinks, so that they will be self-cleaning, costs so much less to operate that no progressive grain dealer can today even think of tolerating the flat bottom bin.

PACIFIC COAST grain shippers who will attempt this year, for the first time to ship grain in bulk, will stand greatly in need of instruction on how to cooper cars properly to deliver the full amount of bulk grain received at destination.

THE GRAIN DEALER who lets the contract for his new elevator with the expectation of installing the machinery himself after the builder has departed, is sowing grief in great big hunks. It is far better to have plans and specifications cover the equipment as well as the building, if the two are to be used together, otherwise it will be found necessary to cut down some walls and go to much unexpected expense for rebuilding the building after its acceptance from the elevator builder.

NOW IS THE accepted time to resolve to stop using wire nails as a substitute for fuses. Fuses afford a certain degree of protection which is not obtained from any kind of a nail.

THE LUMBER in some of the abandoned elevators could well be used in the construction of new elevators, and no doubt would cost much less than is now charged for less desirable new lumber.

BAGS ARE so very expensive that many dealers should be able to obtain more for second hand bags than what they paid for the bags when new. Call in your old bags, have them repaired and they may come in handy before the next crop is marketed.

TO THE list of fire hazards of the elevator leg may be added the dirty pulley, which prevents belt running true. Any man who has ever worked about an elevator knows that if the leg belt is crowded off to the edge of either head or boot pulley, it will rub the casing and may start a fire.

IN SOME SECTIONS of the country the farmer agitators are experiencing much difficulty in inducing the farmers to bow their necks to the "union" and to accept its dictation. Fortunately for some of the farmers they have sufficient independence to insist upon having a voice in directing the business policy of institutions with which they are identified.

ELEVATOR MEN having wood shingles on their plant need to watch it more careful than ever, because some of the railroads are using coal of such inferior quality that locomotive firemen have removed all spark screens from smokestacks, in order to get any heat out of the stuff. This of course results in a shower of sparks, when the locomotive is struggling to go forward.

THE AGITATORS for government insurance, having failed to induce the people to believe there had been any increase in the number of grain elevator fires in this country, seem to have lost heart and deserted their cause. The fact is the number of fires during 1917 was below the average. This result, no doubt, is directly traceable to greater care on the part of elevator operators. Keep up the good work.

MAGAZINES of general circulation may be very interesting when they stick to pure fiction, but fail utterly when they attempt to handle business facts. One of the national magazines in a recent article seeking to place the blame for the high prices for wheat on the middleman says, "Three dollar wheat represents not the cost of production plus a reasonable profit, for much of that grown in the west left the farmer's hands at 70c a bushel or less." Who got the other two hundred and thirty cents?

CARS are more easily obtainable, but new restrictions, such as requiring three-fourths of shipments to be for export make it advisable for the grain dealer to stick close to shore when contracting either to receive or deliver in the future.

STRINGS, lint and rags have no business in an elevator leg and if the inside surface of the leg casing is smooth they will not cling to it and unnecessarily increase the fire hazards of the plant. Inspect your elevator legs occasionally and correct this hazard if it is present.

IT IS FAIR to presume that grain elevator operators everywhere now recognize the danger and the disadvantage of permitting their plants to remain cluttered up with dust and dirt, and most of the elevators are kept fairly clean during the busy months. Your elevator will be far safer from fire and a more healthful place to work in if you will try to keep it free from dust and dirt.

WHO licensed the Chamber of Commerce of the United States to issue crop reports and why? The more numerous the unreliable reports circulated thruout the land the greater the confusion and the less the confidence of the average layman in any reports. If all crop reporting agencies were consolidated and the growing territory covered efficiently we would have reports which could be depended upon.

TOO MANY crop reporting agencies of the government are covering the same ground and in Missouri a desirable reform will soon be inaugurated by the cooperation of the Missouri State Board of Agriculture and the United States Department of Agriculture in the issuance of a single report instead of the two which have been sent out independently by the state and federal governments. Both working together will avoid inaccuracies and conflicting estimates that discredit governmental activity in the crop reporting field.

THE ELEVATOR MAN who insists always on installing the cheapest equipment obtainable, as a rule pays the maximum price for his improvements. Elevator heads in wood terminal houses are invariably supported by heavy timbers from the foundation, and the shifting of the storage bins does not affect the leg's alignment. It is possible to buy old style boots which are not equipped with takeup boxes, but when the belt stretches so much that it is necessary to take up the slack, the leg must be stopped and the belt be spliced, or else the cups be permitted to scrape along the bottom and maybe wreck the leg. While it is easily possible to reduce the first cost of the elevator or elevator improvements, such near-sighted economy generally results in a large increase in the cost of operation and maintenance.



WHEN INSTALLING a new power plant do not make the common blunder of buying an engine or motor too small for your needs, as it is often found next to impossible to obtain the power necessary to run any part of the machinery. Where electric power is used, it is far better to employ separate motors, each suited to the unit which it will propel.

ONE OF the most encouraging features of the large volume of improvement news which comes to our office, is the frequent report of the building of larger and more comfortable offices for the grain dealer. Not only are they providing reception rooms for their customers, but private offices, in which they can conduct their business unmolested and talk over the telephone without every one hearing the conversation. Larger and better equipped offices are needed and will be found a profitable investment.

SOME OF THE leases the railroads are now trying to force upon grain dealers having elevators located on their right of way are a rank imposition and justified by nothing which has ever happened or been said. Some of the leases place responsibilities upon the elevator owner far beyond his means and are as unfair as they are unreasonable. The time seems ripe when the grain elevator operators of the country should make a united stand against the rank injustice which the railroads are trying to force upon them. Until the railroad companies do exhibit a fairer spirit in their leases, it would seem folly for any grain dealer to build an elevator on railroad property. Ground such as is desirable for grain elevator sites as a rule is not expensive, and in many cases the elevator man would pay much less interest on his ground investment than the railroads are now demanding as rent.

SOME GRAIN dealers are influenced by the difficulties of doing business under war conditions, to sell out and engage in some new business of which they have less knowledge, and also smaller prospect of success. It is important not only for every business, but also for the nation, that each merchant adjust his business and personal habits to war conditions, that he may read of the new atrocities by the enemy without any misgiving as to the future, but with a firm determination to stand by his guns and to do his part in the economical handling of the nation's foodstuffs, until the end comes. Men with real grit are not to be discouraged by colored war news. They will not be diverted from the policy of careful conservation of their own resources and of the grain entrusted to their handling. Cheer up! Don't permit temporary military reverses to drive you out of the business which you have long studied and understand. Stick by your guns and help to win the war.

WISCONSIN'S new non-partisan party will not frighten the terminal elevator operators of the state by its adoption, May 1, of a plank in the lengthy platform calling for state owned grain elevators. The same convention declared for a revision of the anti-trust laws so that the farmers could fix prices. One idea is just as practical as the other, and the farmers of that state are too well posted to be led far astray by such political claptrap.

REPORTS FROM many country dealers seem to indicate a slight decrease in the corn acreage, due to the difficulty of obtaining good seed corn that can be depended upon to germinate. Ample time still remains for planting in the great corn belt, and no elevator man should permit any of his patrons to go without dependable seed corn, as there is plenty of it to be obtained by those who earnestly seek it.

WHEAT IS so scarce that many hotels, practically all of the large clubs, and many private families have discontinued the use of it in any form until the new crop shall have been harvested. This voluntary self-denial, to the end that our allies and soldiers shall have a bountiful supply of the world's principal food, suggests that the patriotism of the average citizen will obtain a self-denial the Food Administration would not dare to demand.

THE APPOINTMENT of six traveling supervisors by the Department of Agriculture, to try to keep all grain inspectors grading corn and wheat uniformly, is a step in the right direction, and should improve the grading of these grains everywhere. With the movement of a new crop, grain dealers will be confronted by new classifications for wheat which will necessitate careful study and practice before efficiency can be attained. The dealer who neglects or refuses to get posted on the grading of wheat will pay far more for the privilege of buying it by guess as heretofore.

RATS DESTROY less grain about the elevator than ever before, principally because the elevator man has recognized the advantage of installing heavy cement foundations and basement floors, so that this destructive rodent can find no place about the plant in which to hide. If the concrete foundation and cement floor had no other advantages than the keeping out of rats, then the investment is fully justified, but the cement floor also has another great advantage, wherein it also earns its cost and that is that no spilled grain is lost. The elevator man who makes any effort to keep his cemented basement clean can easily sweep up every bit of grain spilled and recover the full amount. Cement has done more to relieve the elevator of this pest than all the rat killers invented.

WHAT THE country saved by fixing the price of wheat at \$2 has been spent in agitation for an increased acreage. Had the price been left to the dictates of supply and demand, it would not have been necessary for anyone even to suggest the advantage or the patriotic necessity for farmers to increase their wheat acreage. The price would have told them all that and more. The repeated introduction of new bills and amendments to bills pending in Congress shows conclusively that many people are convinced that the price for wheat was fixed too low, and the more the agitation for a higher price the greater the discouragement to farmers to increase their acreage under the existing price. The producers and ultimately the consumers would have been much better off if no attempt had been made to fix prices.

COUNTRY elevator men in all sections will soon be called upon to install a windlass, for tipping up box of heavy motor trucks, so as to dump bulk grain into the wagon pit. It does not seem practicable to tip up the heavy trucks, because the trucks are generally of a wider gauge than the ordinary farm wagon, and entirely too heavy to be dumped by the wagon dump, even tho the logs and dump irons be made extremely heavy. When a truck was once tipped up on end, the farmer and all the elevator employees would have a struggle to get it down again, and the oil from the bed pan would be drained into the wagon pit. The farmer will not have need to dump bulk material frequently enough to justify him in buying a truck with a special power device for tipping the box or body, but it should be so hinged as to facilitate the lifting of its front by the grain man's windlass.

THE DELAY of the Director General of the railroads in deciding what shall be done about renewing the leases of terminal railroad elevators to private firms, is unduly delaying needed improvements and additions which will prove a great handicap when the big crop now promised starts to move. Some railroad elevators are not equipped with drying facilities and today no terminal elevator is complete without a modern up-to-date drier, of large capacity. If the cutting of an enormous wheat crop was to be followed by rains such as followed the cutting of the oats three years ago, much of the wheat will be lost, because the drying capacity of the country is so much below the needs of emergencies. It would seem that in the interests of true conservation, the Director General should be induced to instruct the railroads to place their terminal houses in prime condition for handling the large crop, be it marketed wet or dry. By so doing he would greatly reduce the possibilities of the earnest labors of our farmers being sacrificed to harvest rains.



A NEBRASKA elevator was saved last week by the handy water barrel and bucket, as is recited in "Letters" this number. Any elevator man who is determined to be prepared to extinguish fires will place a steel barrel with calcium chloride solution in it on every floor.

ELEVATING and re-elevating grain, for the privilege of throwing it back into the boot, is one of the particular privileges the old time elevator operator never enjoyed, but he could not resist the low bids of the barn builder, so found it necessary to pay the perpetual expense of elevating and re-elevating.

THE NUMBER of concrete elevators which have failed to give satisfaction should serve to warn prospective builders of the necessity of having plans and specifications well perfected before entrusting the job to the concrete pourers. One of the most complete failures is to be found at Cedar Rapids, Ia., where the Bosch Co. let the contract for a concrete elevator and malt house to a firm of sidewalk builders, without either plans or specifications. The monument erected to the folly of both the contractor and contractee is still standing, after 14 years of litigation and agitation. Neither party got what he wanted and the plant has not yet handled any grain. In many other places about the country are to be found other concrete failures, but none so complete or expensive as this one. The trouble with the concrete failure is that it generally costs more to correct the blunders than it would to employ the most expensive designers and contractors to build a new plant.

CLEANING MACHINERY in the elevator has always been a source of much profit and satisfaction to the owner, and now that a system of grading is in effect on corn and wheat that operates directly to lower the price when foreign material is present in the grain it has become necessary that every plant be equipped with an efficient cleaner if the dealer is to receive the possible profit. The time is not far distant when all grain will be graded on a basis similar to that now used for corn and wheat. It also is apparent that the price of machinery will not decline materially within the near future, and when these facts are considered in connection with each other it is quite plain that there should not be further delay in equipping elevators with up-to-date cleaning machinery. Every new elevator should be so equipped; but if, for any reason, the owner desires not to install a cleaner he should insist that the builder make provision for the machine, so that it can be put in later. In other words, it is a short sighted policy which leads to the erection of an elevator with a work room only nine feet wide.

### Grain Elevator Improvements.

The large number of news items published in this number, telling of grain elevator improvements made or contemplated, prove conclusively that the enterprising grain dealers of the land recognize the advantage and necessity of preparing first class equipment to handle the large volume of high priced grain now in prospect.

The dealers of many sections will be called upon to handle more different kinds of grain on this crop than ever before, because the unusual conditions of price and seed supply has resulted in a greater variation in the usual acreage than for years past. Many dealers who have not previously handled wheat will this year be called upon to handle much of it, hence it is but natural that they should equip themselves to handle it efficiently and expeditiously.

No doubt some dealers have deferred needed improvements because of the prevailing high prices for materials and supplies, but the increases which they must pay do not compare with the large increases in the value of the commodities they will be called upon to handle. Money, too, will command a higher rate of interest than heretofore and labor, where obtainable, will demand unheard of wages, so that it behooves every elevator man to equip his plant with every practical device for reducing the amount of labor needed for the economical handling of the grain passing thru his elevator.

Those who defer needed improvements, as is clearly pointed out by several well posted correspondents in this number, cannot expect to profit by the delay, because all well known factors point to even greater advances in the cost of materials and supplies, before declines can be expected.

The car situation is such as to prevent prompt deliveries of anything, and no doubt this situation will continue for the period of the war, so that elevator owners in need of machinery or materials for building additions or new plants should get their orders in early, else the improvement cannot be expected to be used in the handling of the 1918 crop. The operation of old, worn out or antiquated machinery in the handling of high priced grain is sure to prove an expensive luxury and the longer the practice is indulged, the greater will be the expense of their continuing or renewing it.

### The New York Conference.

The recent conference of grain handlers with the Food Administration at New York was a happy demonstration of the unity of the grain trade. The long trip from the grain centers to one side of the continent failed to keep any of the delegates away, so willing were they to co-operate patriotically with the established authorities and impart the guidance they craved.

The first recommendation, that country dealers be allowed 1/15 cent per day as a partial recompense, is one that could best be met by the Food Administration adopting a scale of prices sliding upward from the beginning to the end of the crop year.

What objection can there be to the second recommendation, that the movement of grain be free and unrestricted, or that a reserve stock be accumulated in the terminal elevators?

The indorsement of the necessity of

future markets to grain handlers who wish to shift the burden of price fluctuations onto others should be gratifying to the maligned speculators.

On the shoulders of the advisory committee of twelve rests a burden greater perhaps than they themselves appreciate. They represent the people, from whom all powers spring, in a democracy. It is their duty to remodel the present regulations to build up and strengthen the facilities for the movement of grain, to encourage the production of cereals and make easy the delivery of food products at the battle front.

### Prevention of Grain Dust Explosions.

It has been suggested by a chemist entrusted with an investigation of the causes of grain dust explosions, that oxygen in all grinding and grain handling systems be displaced by fuel gases pumped into the machinery, and thereby minimize the possibility of combustion or explosion, as the result of a spark coming in contact with the dust laden air.

Inasmuch as no grain handling machinery is made air tight, fuel gases could not be retained in the machines sought to protect from explosion, but the gas would leak out into the building and make it difficult for employees to stay there and do their work. Surely fuel gas would not make ground grain more palatable or more healthful.

Dust explosions in both grain elevators and flour mills are generally the direct result of dirty plants. The plant which is kept fairly clear of grain dust will never have the much feared second explosion. The first explosion, which experts claim dislodges the dust, is generally so light as to cause little damage. An up-to-date dust collecting system with sweep-ups will keep every grain handling plant clean enough to prevent any material damage being done by an explosion.

It is now generally recognized in the trade to be decidedly dangerous to use open lights or to carry a lantern into a dusty section of the house. The only safe light for the dusty section of an elevator is an incandescent electric light or a flashlight.

The Bureau of Chemistry of the Department of Agriculture seems to be conducting an hysterical campaign, with a view to alarming operators of grain elevators and flour mills as to the dangers surrounding them from dust explosions. Experience has taught elevator men to keep open lights away from grain dust when suspended in air and those who do ignore the teachings of experience generally venture in with fear and trembling.

Some elevators and seed warehouses are now equipped with roof ventilators, which keeps the air in the building sweeter and carries off some of the dust. It is generally recognized by elevator workmen of experience that it is all right to have a dusty dirty elevator if one loves to wallow in filth, but that it is very dangerous to visit the place with an open flame, torch or spark. All kinds of grain dust is explosive, if reduced to a fine powder and suspended in the proper proportions with air, but oat and barley hull dust seem to be far more explosive than any other grain. Keep your elevator clean and you will not have occasion to worry about dust explosions.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Cement Platform for Wagon Scale Impracticable.

*Grain Dealers Journal:* We are installing 10-ton wagon scales with steel frames and cross beams at several stations, and would like to know if it would be practical to provide a cement top in place of the plank generally used for the scale platform, and if so, would it be satisfactory?—J. H. Currie, Bradshaw, Neb.

**Ans.:** Wagon scale platforms of cement are not recommended by scale manufacturers. If installed properly with reinforcing and cement carefully mixed, it will break out occasionally and necessitate immediate repairs. Then it is necessary to equip the scale with a heavy counterweight, to take care of the heavy platform. Whenever it is necessary to get into the scale pit, platform must be jacked up at each corner evenly and carefully, else it will surely crack. In wet or icy weather it is dangerous to horses, because it becomes very slippery. Men of experience in installing wagon scales insist that a platform made of 4 inch oak planks is far preferable and more durable. The Chicago Public Library has a wagon scale with heavy reinforced cement platform which has been in use nearly 12 years. The cost of installation and maintenance has been large and the results unsatisfactory.

### Guaranty of Machine?

*Grain Dealers Journal:* If a machinery salesman tells me a machine will do a certain work perfectly and after installing his machine and trying it out I am unable to obtain the promised results, must I pay for it?—A. T. Fridle.

**Ans.:** The provisions of the printed guaranty issued by the maker must control unless you have additional written guaranty from the manufacturer. Verbal amendments to a printed or written contract have no standing in court.

When putting in a new grain handling or cleaning machine the buyer needs a guaranty that the machine will do all the seller claims for it, or if the buyer is satisfied that the machine will do the work he needs protection against imperfections in the work or material and a guaranty that defective parts will be replaced without cost to him.

Salesmen who are anxious to make a sale are big with promises and small in performance, but fade away when asked to give a written guaranty. When no written guaranty is requested the tricky salesman has an advantage over the machine builder who expects to live up to the promises made, as the machine that meets all requirements usually costs more, and on price alone the good machine loses the sale.

Machinery manufacturers have printed guarantees ready to give the buyer. Some of these are so worded as to give little real protection. Such as "We guarantee the machine to do the work." To be of real benefit to the buyer the guaranty should contain a provision to the effect that if the machine does not do the work the buyer is to notify the seller and that after seller has been given an opportunity to adjust it and fails to make it do the work he will take it back at his own expense. If an additional clause is inserted to the effect that the performance must be satisfactory to the purchaser his protection will be complete, as the seller is virtually at his mercy, as he can reject the machine easily as "not satisfactory" without going into

details as to why the machine does not fill the bill.

Also not put into the contract in words reputable machine builders do in fact expect to give "satisfactory performance." For this reason their salesmen are experts in the operation of grain cleaning and handling machinery and thoroly well qualified before the contract is signed, to decide in their own minds whether the buyer has chosen the machine that will do the work and whether he expects more than the machine can possibly perform. If the buyer puts the machine into work for which it is not intended or guaranteed he does so at his own risk.

The buyer who accepts a written guaranty thereby nullifies any promises made to him orally by the seller; so that when a written guaranty is made the buyer should see that it contains every material representation and claim.

Sellers of machinery can make many extravagant claims that sound to the buyer like guaranty; but the courts have held this is "mere puffery," and have ruled against the buyer even in cases where the machine failed to meet the requirements. Claims that the machine is "the best made," or "the most-up-to-date" have no legal force. A guaranty to be worth anything must be specific.

### Railroad Claims Automatic Overweights; Refuses to Pay for Shortage.

*Grain Dealers Journal:* We think it advisable to get your opinion and the opinion of others in regard to the accuracy in general of automatic scale weights.

It has been our experience that all grain claim agents do not accept these weights as being accurate and will not pay as high a per cent of claim on these scale weights as on the hopper scale.

The writer and one of the agents sent out by the claim office made a test of the scale in our elevator at this point and after the scale had been carefully balanced for a 300-lb. draft of corn it was found to overweight 4 lbs. and overweighted 3½ lbs. on a 250-lb. draft of oats. From this test the railroad contends that the scale is as inaccurate as if it had underweighed and the claims we have from this scale were held to be more or less doubtful.

Any information you can give us on this will be appreciated. It is not necessary to say that the scale will be officially tested at the first opportunity.

We were advised that we would not be able to get an official seal for automatic scales and that line elevators seldom if ever installed these scales in their houses. —Respectfully yours, Hoese Grain Co., Frank Todd, Merrill, Ia.

**Ans.:** The fact that one automatic scale at Merrill, Ia., has passed thru 304 pounds of corn in a draft, when it was set for 300 pounds, does not prove conclusively the inaccuracy of that scale or any other, and surely could not be used to prove that it underweighed grain passed thru its hoppers. If the railroads are convinced that automatic scales do not give dependable weights, then it is up to them to have their scale experts prove to the satisfaction of the elevator men or the courts that they are not dependable. Scale manufacturers claim the automatic scales do give accurate weights, and the grain elevator men of the country, having confidence in the scale manufacturers, have installed thousands of them.

Elevator men are just as anxious to have dependable weights as the railroad companies, in fact it means much more to them than it does to the railroad, and the sooner the truth is proved to the satisfaction of all, the sooner will new weighing devices be brought out to meet the needs of the trade. The common law and the statutes of some states require carriers to deliver at destination what they receive at initial point for transportation. The law requires carriers to deliver every pound they receive, but if they can prove conclusively that shipper in any specific case has failed to deliver the amount he claimed, then carrier cannot be held for

the full delivery of the claimed amount, but only for the delivery of that actually entrusted to it for transportation.

The charge that automatic scales will not be officially sealed is not true. The reason line elevator companies seldom install shipping scales in their country elevators is that the contents of every car is generally weighed out over their own terminal scales, which are frequently inspected and kept in prime working condition by the line company's scale man.

### Reimbursement for Grain Doors?

*Grain Dealers Journal:* During the past five months we have shipped twenty-five cars of bulk wheat, for which we have been obliged to furnish the grain doors for each car, because the Denver & Rio Grand Railroad Co. did not have any material on hand for this purpose, and did not make any effort to get it for us. The expense amounted to \$4 and \$5 per car, for which we presented them with claim on each car as it was loaded, but up to this time they have failed to reimburse us. Neither have they declined, simply remaining silent in the matter.

What prospects have we for the recovery of this money, and what is the proper action for us to take?—Ben Rasmussen, nigr. Ephriam Milling & Elevator Co., Ephriam, Utah.

**Ans.:** On shipments within the same state shipper can recover by suit in the state court.

On shipments to points outside the state shipper can recover by filing claims for reparation with the Interstate Commerce Commission.

Shipper must show that he made demand for grain doors, and that after having been given ample opportunity the carrier failed or refused to furnish the lumber.

A precedent for this payment is furnished by the case of the Massillon Sand & Stone Co., of Massillon, O., against the Wheeling & Lake Erie Railroad Co., where the Interstate Commerce Commission on Feb. 18, 1915, awarded damages of \$241 and interest for failure to furnish grain doors. This recourse to the Commission is necessary because the Commission has ruled it is discrimination for a carrier to pay for the doors when not so provided in tariff.

### Why Use Dump Scales?

*Grain Dealers Journal:* Having spent ten years in the grain business in Nebraska and Iowa before coming to Montana, I have been long schooled in the advantages of having wagon scale separate from my wagon dump, but the dealers out here insist that my narrow prejudice is running away with my good judgment. I honestly believe I could receive at least 40% more grain in this elevator in any given time, if I had the wagon scale outside. The buckets of the leg which take the grain away from the dump sink are 7x11 inches, so I can quickly remove a wagon load of grain.

If the roadway from the wagon scale to the dump is one which is not likely to result in mud being placed upon or removed from the wheels of the wagon, I see no disadvantage in having the wagon scales outside of the elevator. Of course I would insist upon the platform being covered and protected from the storm.

To my way of thinking the dump logs must greatly jar the scale and contribute to its inaccuracy. I may be wrong. Years ago I read a number of letters by grain dealers bearing on this point, and if memory serves me right, those favoring the wagon scale being separate from the dump were in the majority and presented far more forceful arguments than their opponents. If any change has been made in the construction or arrangement of dump scales which would be likely to change the results, I would like very much to know of it.—Judith Basin.



## How to Move Cars?

*Grain Dealers Journal:* We are handling grain and live stock, and have to spot cars by hand power. We are forced to move cars both ways from stock loading chutes, so that inclining the railroad tracks would help one way, but would work a hardship the other. Is there any simple device for moving cars, run by ratchet or pulleys, other than those operated by engine power?—Nashua Co-operative Ass'n, M. V. Perry, mgr., Nashua, Ia.

*Ans.:* The only devices for moving cars of which we have knowledge are the ordinary pinch bar or the car mover, operated by hand power, and the car puller, operated by engine or an electric motor.

## Grain Corporation's Control of Rye Shipments?

*Grain Dealers Journal:* Has the vice-pres. of the Food Administration Grain Corporation the right and power to take a shipper's rye and sell it to a miller at a less price than other markets will afford the shipper, and that contrary to the will and judgment of the shipper? If not, what is the remedy after such a transaction?

We asked Edw. M. Flesh for instructions on a mixed car of rye and wheat, requesting permission at the same time to ship to certain points, to which he objected and ordered shipment made to Kehlor Flour Mills Co., East St. Louis, Ill., and his directing order contains this postscript "It is understood this car will contain a shipment of rye which is to be purchased by Kehlor Flour Mills Co., at fair market value."

The rye was figured at \$2.30 track there Apr. 23, when it was worth \$2.50 at Chicago and \$2.54 and \$2.56 at Minneapolis, and \$2.45 at Indianapolis. Consequently we hardly think we got a fair deal, but all the satisfaction we got from Mr. Flesh is a letter stating "I am sorry that we can not do anything more on the rye. Of course we regret that the market should have broken here as it did, but this is something over which we had no control."—Hurst Bros. & McNutt, Hutsonville, Ill.

*Ans.:* Wheat and rye are subject to the same control by the Food Administration, except that an official price has not been set for rye, nor have the details of its handling been perfected.

Shipper having requested directions and receiving the order with clause providing for the sale of the rye to a certain mill at fair market value becomes bound thereby if he accepts the instructions by making shipment. If shipper was dissatisfied with the name of the buyer of his rye or the specification of fair market value, he should have made his objections known before shipment.

Agents of the grain corporation have no power, legally, to do many of the things which have been done; but a shipper who stands on his legal rights puts himself in the position of having to accept  $\frac{3}{4}$  of the price allowed him for requisitioned grain, and then make a claim for the balance above the allowed price and the  $\frac{1}{4}$  unpaid, which may be paid in the remote future, if at all.

Rye quotations have taken a sudden drop, and the actual sale at \$2.30 may not have been so unfair as the shipper supposed.

## Collecting Dust Off Floor of Elevator?

*Grain Dealers Journal:* Is there a dust collector for the purpose of cleaning up

the floors of an elevator that will clean up the dust without stirring up the dirt and dust as when using a broom? Where can it be gotten?—E. T. Denton Grain Co., Denton, Kan.

*Ans.:* So far as known the dust collecting art has not developed to the point where a portable suction hose is used to clean the floors. The present practice is to sweep with a broom towards "sweep-ups," which are the fixed intakes of the dust collecting system, the inlets of which are at the floor.

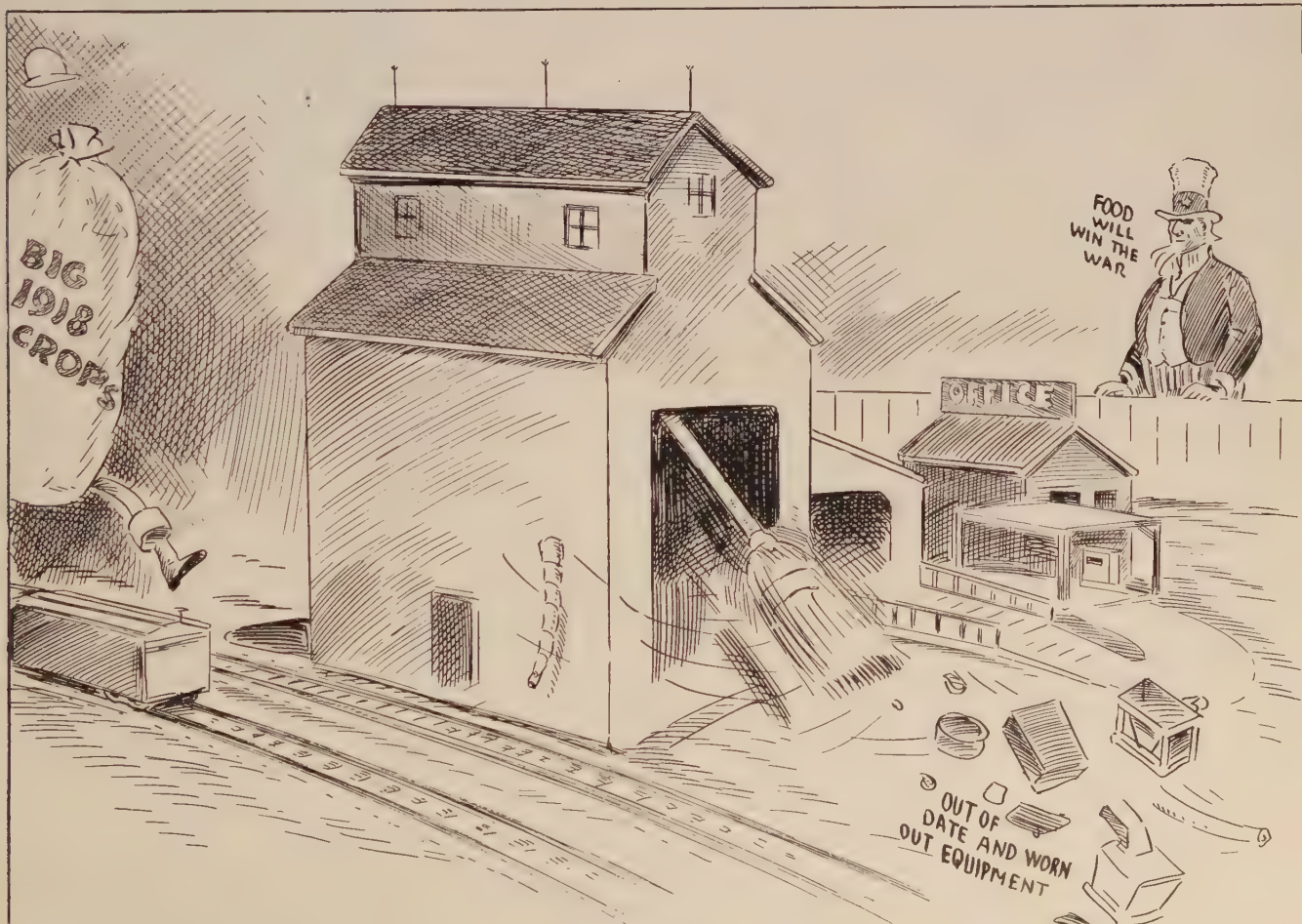
## Delayed Applications of Fertilizer.

Largely owing to war-time shipping conditions, many farmers failed to receive their fertilizers before seeding the springs crops. A late application of fertilizer as a side-dressing to rowed crops, or as a top-dressing for other crops, is often quite as effective as when applied at planting or seeding time.

Corn can be successfully side-dressed and oats and other cereals top-dressed with fertilizer, according to the methods explained in Pamphlet No. 28 of the Soil Improvement Com'te, Chicago.

Remember that fertilizers furnish concentrated plant food. A single bag of high-grade fertilizer often contains more plant food, and in a more available and quick-acting form, than a ton of manure. Therefore do not get too close to the plant, but let the roots reach out for what they need. The only danger arises from getting fertilizer on wet foliage and this may be easily avoided.

Act now. The sooner this fertilizer is applied and mixed with the soil, the more quickly will it take effect.



Every Enterprising Grain Dealer Is Preparing to Expedite the Winning of the War.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Trouble Dumping Motor Trucks.

*Grain Dealers Journal:* The use of motor trucks to deliver grain is going to complicate the dumping and scale problems.

The rigs are of different lengths, so that the dumps will not handle them alike. Neither can they pull out after being dumped. The weight of the truck with added weight of grain will overtax most of the wagon scales now in use.—D. Milligan Co., Jefferson, Ia.

### Things Are Humming.

*Grain Dealers Journal:* The Liberty Loan Bond in our district was 100% over subscribed, Van Wert County's quota being \$421,000, and \$898,000 having been subscribed on May 3. This is the best agricultural county in the state, and, the farmers having the dough, grain dealers are easy and hay dealers still easier, and the result is a prosperous community. With oats at 92c, corn at \$1.50 and hay at \$23 to \$25 during the last winter, many new farm implements are seen in the fields and new automobiles are standing in front of the farm houses. There is opportunity for a half day holiday in the city, while the tractor manned by the farm hands puffs from early morning to dark.

Everything is humming in Van Wert County to make more money to buy more Liberty Bonds to go over the top. We are living in the Egypt of North America.—H. G. Pollock, Middlepoint, O.

### More Drying Facilities Needed.

*Grain Dealers Journal:* The lessees of railroad elevators who refused last winter and spring to dry grain for anyone but themselves are now anxiously awaiting the decision of the Director General as to the renewal of their leases. The courts have decided that the operation of a grain elevator for the purpose of cleaning, clipping, drying or purifying grain is not within the province of the common carrier, hence railroads cannot operate elevators for such a purpose, but so long as the elevators are used to unload cars and store grain temporarily, they would naturally be considered freight warehouses for bulk grain and probably be tolerated by most courts.

The enormous amount of damp corn which was lost early this year because the country did not have sufficient drying capacity to save it, is a sad reflection on the foresight and enterprise of elevator operators generally. If the railroads are required to operate the terminal elevators which they own, then they must be operated as public houses, and for handling the grain of anyone who may apply, or it might be that each would be permitted to use its grain elevator capacity solely for the purpose of unloading grain from cars arriving over its own lines. Such an arrangement would seem reasonable, but whether the elevators are released to the present operators or operated by the rail-

roads, they should by all means be equipped to dry more grain, so that the country will not again be forced to haul back to the farms corn which cannot be dried.—K. C. White.

### Fire Barrel Saves Elevator.

*Grain Dealers Journal:* Owing to the presence of a barrel of water with a fire bucket handy, and to the quick action of Frank Bossemeyer in applying the water, a recent fire in our elevator was extinguished without material damage to the plant. The cause of the fire is not known.

The building now is kept securely locked when not in operation and all strangers must present a pass from the office, and be able to give the grip and countersign before being permitted even to pass the third line trenches. Strafe the Kaiser!—Bossemeyer Bros., Superior, Neb.

### Elevator Men Can Not Profit by Postponing Improvements.

*Grain Dealers Journal:* In reply to inquiry regarding cost of building elevators and flour mills at the present time as compared to the cost of similar structures four years ago, or the period immediately preceding the great war in Europe, and your further inquiry as to whether we may expect the cost of these structures to be more or less in the near future.

I think the first question may be answered in a general way by saying that structures of reinforced concrete are from 15% to 30% higher in cost today than they were four years ago, and that buildings largely composed of structural steel would be approximately 100% more in cost. Timber structures have about doubled in cost and so has the mechanical equipment of grain elevators and flour mills.

In answer to the second question. No one can foresee how long the war will last or what will be its influence upon the markets for materials and labor. It would seem, however, that the war will last several years, and while the economic conditions rising from the present conflict cannot be judged solely by conditions of previous wars, yet it would seem reasonable to suppose that prices of materials and labor will increase rather than decrease during the period of the war and for several years immediately following the war. It would, therefore, seem that operators of grain elevators and flour mills requiring increased storage and manufacturing capacity would lose rather than gain, so far as the cost of building construction is concerned, by waiting for prices to go down before building. They will in all probability wait a long time for reduced cost of building work, and in the meantime run the risk of paying increased cost over present values.

The government has practically embargoed all construction except that connected directly with the war, yet as grain elevators and flour mills are considered necessary for our food supply and, therefore, vitally related to the war, our government will generally view with favor the construction and operation of such works.

Notwithstanding war conditions, materials and labor can be secured and the structures can be built of reinforced concrete within a reasonable time and at a reasonable cost, provided the owners employ competent engineers to design and supervise the construction and secure government permission to build.—R. H. Folwell of the Folwell-Ahlskog Co., Chicago.

### Waste of Grain Which Could Have Been Prevented.

*Grain Dealers Journal:* The photographs reproduced herewith tell a tale of grain waste much better than words can describe and is mute, but impressive evidence of somebody's neglect. It would seem that the slogan, "Food will win the War," has not become impressed on the minds of railroad operators as it has on the public at large. The condition or system which is responsible for this profligate waste of grain can and should be corrected if the carriers are earnestly co-operating with a view to conserving food. This should be done immediately and not delayed until the next wheat crop is moving when the loss will be many times greater, as the cars must be coopered more thoroly for wheat than for the larger grains. These losses I am sure are not confined to our terminals and must exist wherever grain cars move. I feel satisfied there is enough grain being



No. 4 Trail of Oats from 61532 LRC, Burlington Yards, E. Grand Ave., Apr. 3, 1918.

No. 5 Wabash, West Luther, Apr. 20, 1918. Siding and Door Post Sprung and Loose at Top. Siding Stuffed with Waste and Rags. Leaking Oats. Taken in Rain.



lost from leaky cars to furnish annually a large part of the seed corn, oats and wheat for Missouri and Iowa.

The primary purpose in cooping a car should be to prevent grain being wasted along the railroad tracks, and inasmuch as it has come to pass that human life is in the balance, I think the cost of cooorage material should not enter enter it. There should not be any controversy, as it necessarily cannot be a debatable question at this time when so much is being done in the direction of food saving.

It has been said that the use of burlap is prohibitive on account of cost, and also that its use would make it more difficult to remove the grain doors. This is a secondary matter and is an excuse, not a reason, for preferring paper to burlap. The use of paper in cooping grain cars at a time when economy of food is dominant in the public mind should be considered a makeshift and penny wise policy, and the carriers knowing this to be a fact should see the necessity of furnishing burlap for grain doors or for any part of a car that may need it.

Grain has been wasted more or less from box cars since the transportation of grain in bulk was adopted, but recently it has become notorious as result of dilapidated equipment, which is frequently improperly coopered. We are aware that country shippers are at a relative disadvantage with those at terminal markets, this being due to force of circumstance, as they are compelled to make the best of whatever cars are offered them. On the other hand, the terminal shippers on account of the greater number of empty cars at their disposal can reject the unfit with good prospects of getting others.

The loss of grain from one of the cars shown in fotograf herewith was excessive and may have been 200 bushels or more, as it was a large car of oats and the railroad tracks were besprinkled with grain for many miles, most of which was a total loss. We do not have to analyze the

cause in this instance, as it is apparent the door-post having sprung allowed the grain door, which was short, to shift out of place, and assuming that the grain door was of the regulation size furnished by the carrier, we need go no further. Burlap on the door would more than likely have held the grain secure until it reached its destination.

While heavy losses such as this are not the rule, they are of frequent occurrence and will be more prevalent when the wheat shipping season arrives. Then we will be confronted with a great number of smaller leaks, which tho light and almost imperceptible will total more bushels in the aggregate than the heavy leak which is very noticeable and compels attention in the terminals and sometimes is noticed while car is en route.—Yours truly, John Dower, Supervisor Dept. of Weights, Merchant's Exchange, St. Louis, Mo.

## Will Accept the Loss by Price Fixing.

*Grain Dealers Journal:* I have read a number of articles in the Journal about paying back to the farmer and grain dealer what they lost by the government taking control and fixing the price on wheat.

There is another side to this question. When war started in Europe wheat was selling here at 63 cents per bushel and advanced until I paid \$3.30 due mostly to the war.

When the government decided to set the price on wheat we all knew about it a month ahead of time, but not the price. Farmers and grain dealers took their chances on the price, and war changed the price part way back, from \$2.75 to \$2. I lost about \$1,200 on wheat I had on hand when the government fixed the price.

If the government is going to reimburse us I would be glad to get it; and nine mouths to feed takes some money now; but if I get thru this war by losing only

that amount, when I made a good thing the year before, I will be thankful, as I would rather lose much more if I keep my son from being called to the army when he is old enough to go, and to protect my daughters from what the daughters of Europe have had to stand at the hands of a brutal foe.

I have one son 20 years old. When he is old enough to go and the government calls him, I will say: go, and do your best for the government that has given me a chance to raise a family that any father might be proud of.

I have lived in this neighborhood 46 years and I have never seen a time when the farmers or grain dealers made more money than they did have in the past few years.

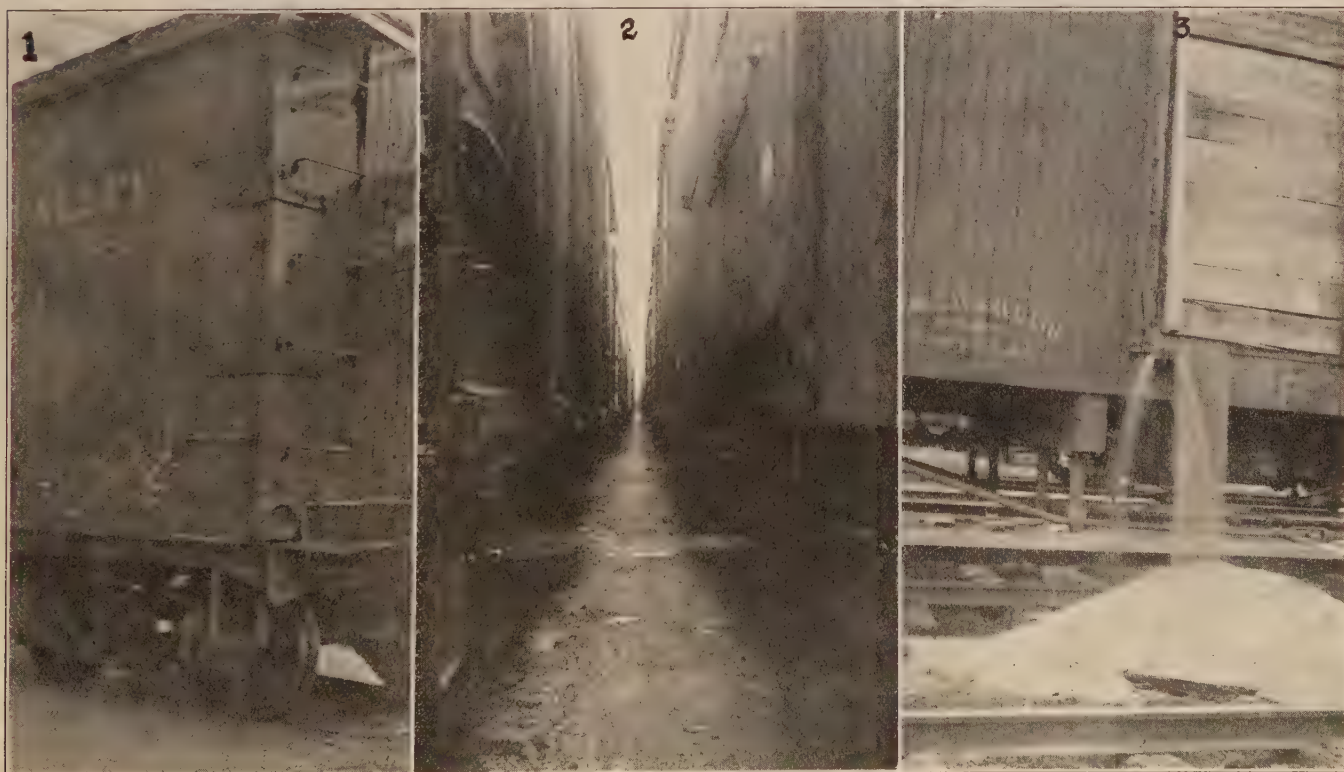
So, as a grain dealer I say, don't ask anything back from the government, as it has a hard time, and let us help all we can. At first I said I could not afford to pay 8 per cent interest on money and lend it to the government at 4 per cent, but now I think different, as a government that protects me so I can use money at 8 per cent is entitled to all I can give it.—J. A. Armour, Bentley, Kan.

## Discharge Cobs and Dust Separately.

*Grain Dealers Journal:* I suggest that all owners of grain elevators should have spouts arranged to discharge cobs and dust from the cleaner separately. I believe this would save thousands of bushels of cracked corn which would be available for feed, and which is burned with the cobs when only one spout is used.

Upon investigation it will be seen that it is difficult to regulate a cleaner to handle properly all kinds of grain that are hauled to the elevator, the result being that fairly good grain is blown into the cob burner and consumed; and no one is the wiser.

Many plants have a separate dust house and cob burner, but others have the 2



No. 1—86773 L. V. at Cent. "B," Mar. 31. End Sprung, Causing Leakage of Corn. No. 2—C. & A. Hold Tracks, Venice, Ill. Train of Oats full Length of Tracks. No. 3—Oats Leaking from 61532 IRC, Burlington Yards, East Grand Ave. Caused by Grain Door being too Short and Brace Coming Loose.



spouts from the cleaner leading directly to the burner.

As a general rule a hired manager desires to have both spouts discharge into the burner as everything is consumed and his work shows up better with nothing to indicate that his cleaner has not at all times been properly regulated.—M. J. O'Meara, Springfield, Ill.

### Loading Cars Without Scooping.

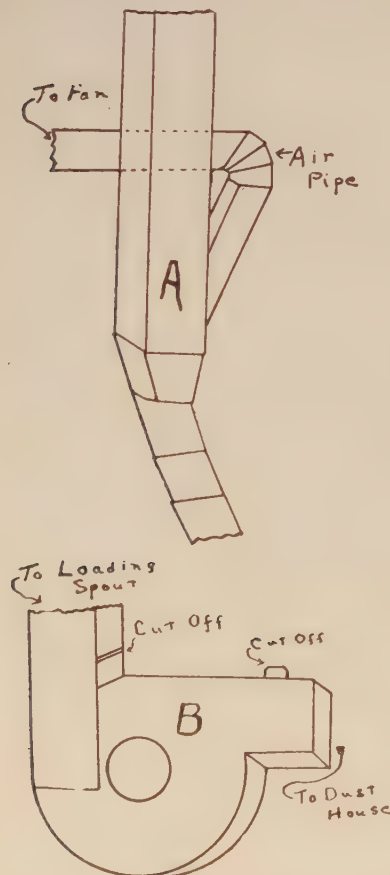
*Grain Dealers Journal:* The method which I use in loading cars at the elevator of the Ada Grain Co., where I am employed, may be of assistance to other dealers who are similarly situated, and I will describe the arrangement which I use.

We load by gravity and it was a scooping job to get the cars full to the roof. I connected an air pipe from the sheller fan into the loading spout, just above the flexible spout, as shown in figure "A" of the accompanying sketch. This directs the blast of air down the loading spout, exhausting a portion of the air above and permitting the grain to fall faster; and also forcing the grain out of the flexible spout with greater velocity.

Figure "B" shows the method of attaching the air spout to the fan casing. It will be seen that cut-off valves were placed in the pipe which goes to the loading spout, and in the one which goes to the dust house. This makes it possible to cause all of the air to go into the spout desired. When shelling the valve in the pipe to the loading spout is closed; and when loading a car the valve in the spout to the dust house is closed.

The sheller is located on the working floor and an 8" round pipe is used to conduct the air from the fan to the loading spout. The down spout is 9" square.

With this device I put 2,300 bus. of oats into the last car I loaded without scooping.—Bert McBride, Ada, O.



Using Sheller Fan to Facilitate Loading.

## Food Administration Confers With Grain Men

The questionnaire style was adopted in conducting the conference of the grain dealers with the Food Administration at New York Apr. 30, the following list having been prepared in advance:

### Country Dealer Problems.

1. Limitation of storage period.
2. Seed wheat supply and distribution.
3. Present Grain Corporation contracts.
  - a. Direction of shipments.
  - b. Storage privileges.
  - c. Automatic allowance for car delays.
4. Federal grades.
5. Country buying margin.
  - a. Should it be fixed?
    1. If so, should it be the same for all sections.
  - b. Suggested basis.
  - c. Attitude of independent elevators.
  - d. Attitude of line elevators.
6. Local mill buying competition.
  - a. Over pricing.
  - b. Over grading.
7. Present Food Administration reports required.
8. Has stabilized price reduced hazards of business.
9. Country dealer's attitude as to encouragement farm marketings of wheat.
10. Has country dealer earned fair return past year?
  - a. If not, was it due to poor crop out-turn?
  - b. If not, in what respects was limiting of opportunity due to Food Administration?

### Terminal Problems.

1. Elevators.
  - a. Scale of charges for service.
  - b. Should elevators operate solely as public facilities and not do any merchandising?
  - c. Mixing and treating of wheat for higher grades.
    1. Should scale of charges be made for this and open to all?
2. Fire insurance limitation.
  - a. Safety requirements.
  - b. Present reports required.
3. Has terminal elevator business been profitable?
  - a. If not, to what extent due to poor crop yields?
  - b. If not, in what respect was opportunity limited by Food Administration?
  - c. If not, will ensuing next few months overcome any deficit?
4. Commission men.
  - a. Has the commission basis of 1 per cent charged by the Grain Corporation diverted any business from established commission houses.
    1. Loss of income on directed wheat.
    2. Loss of income on terminal buying.
  3. Has business generally earned fair return?
5. Relative market basis.
  - a. If stabilized price basis necessary, could all terminals agree on relative basis between them?
  - b. Effect government guaranteed basis varies markets.
6. Futures trading.
  - a. Wheat hedging with stabilized price.
  - b. Wheat hedging with government guarantee.
  - c. With coarse grain hedging, will established traders earn fair return?

### Seaboard Problems.

1. Elevators.
  - a. Any criticism on public scales.
  - b. Seaboard mixing for higher grades.
  - c. Have they earned fair return?
    1. If not, will next few months overcome any deficit?
2. Exporters.
  - a. Field opened bringing grain to seaboard.
    1. Is this proper field for maintenance?
    2. Will coarse grain business maintain seaboard houses without wheat?

### Coarse Grain Problems.

1. Present regulations.
  - a. Sixty days' supply.
  - b. Sixty days' sale period limitation.
2. Allied buying confined to f. o. b. seaboard.

3. Neutral buying is allowed.
4. Present reports required.
5. Railroads.
  - a. Aid in car supply.
  - b. Permit system.
6. Lake transportation.
  - a. Assurance of tonnage from lake carriers, as last fall.
  - b. Maximum rate policy.
  - c. Assumption controlled discharge at lake ports to prevent vessel blockade.

### New Crop Problems, Wheat.

1. Price stabilization.
  - a. Elimination of wheat speculation.
  - b. Government guaranteed price.
  - c. Would large crop press on guaranteed price?
  - d. What size crop?
  - e. How stabilize if contract for price observance relaxed?
2. Relaxed control.
  - a. Thirty days' storage.
  - b. Thirty days' sale period.
  - c. Effect competition millers and mixers for qualities.
3. Relative markets.
  - a. Government guaranteed basis.

Herbert C. Hoover, food administrator, opened the meeting with an address in which he repeated what has been said from time to time in various announcements from the Washington office, and asserted that if it were not for the activities of the food administration flour would be selling at \$30 to \$50 per barrel.

C. B. Pierce, Chicago, Ill., representing the Terminal Elevator Men's Ass'n: Future trading is necessary to maintain the necessary features of an even movement and uniform distribution of coarse grains or of wheat when that grain is not under definite Government price control. Without future trading it would be impossible to make such accumulations at terminal markets as are necessary to quick and ready shipment, which alone is able to prevent wide fluctuations in prices of grain and grain products. We can, of course, assume the risk of ownership and make some accumulations of grain without future trading, but it would be impossible for many to take the risk involved in accumulating without hedging an important stock of grain except at prices so low as to incense the farmers and cause a sharp falling off in the movement from the farms when it is convenient for the farmers to sell. There is nothing new in this statement, but it is so important a feature of the machinery and the business of grain distribution that too much emphasis cannot be placed on the need of it.

A. Stamford White, pres. Chicago Board of Trade, said his organization is in perfect accord with the food administration to prevent what Mr. Hoover describes as "vicious speculation." He said a certain amount of speculation was necessary to make an active market, and gave an opportunity for hedging that lessened the risk involved in conducting the cash grain business.

H. N. Sager, representing the Chicago Board of Trade, said that it had been demonstrated that hedging operations are essential, useful and important factors in the economical marketing of the crop.

The following resolution offered by W. H. Hayward of Baltimore, Md., was unanimously adopted:

**Resolved:** A proper regulation in the dealings in future is necessary to the interests of the trade and that the delegates present endorse any agreement between the Food Administration and the grain exchanges.

Chas. Quinn, Toledo, O., read the following plan which had been agreed upon



by the Grain Dealers National Ass'n, the Council of Grain Exchanges and the Terminal Elevator Grain Men's Ass'n for the handling of the wheat crop in 1918:

1. In order to protect country dealers on wheat purchased by them the United States Food Administration Grain Corporation should agree to purchase from them at basic price less a commission of one per cent, any wheat which said country dealer is unable to dispose of elsewhere—the Grain Corporation should pay country dealers a consideration of 1/15 of one per cent per bushel per day on all wheat purchased by said country dealers from the time it is received at their elevators until it is shipped out and final payment is made therefor.

This consideration will partially recompense country dealers for losses due to inability to get any carrying charges, to liquidate their wheat at a premium over futures, to collect storage from the farmer (who in normal times carries grain in the country elevators) and also for the loss of interest and insurance.

2. That free and unrestricted movement of grain from country elevators to mills or the shippers' most favorable market be permitted, and that the United States Grain Corporation and the Coarse Grain Division of the Food Administration co-operate in the movement of all kinds of grain, eliminating, as far as possible, priority movement of wheat by the Grain Corporation so as to enable the farmer to market wheat and coarse grains when he is desirous of doing so. That a reserve stock of all grain in terminal elevators be created in order to stabilize prices, permit accumulation of reserve supplies adequate to the requirements of the country and provide supplies available during the period when farmers are busy, or when inclement weather conditions or a lack of transportation make it impossible to have grain available for distribution.

Producers and shippers shall be permitted to receive the benefit of the most favorable freight rate and transit privileges be permitted by the railroad freight tariffs in effect at time of shipment, said tariffs having been approved by the Interstate Commerce Commission. Bidding for wheat to arrive by terminal market dealers or millers to be prohibited, and interior millers or dealers buying carlots shall be required to place their bid on the basis of price at terminal market tributary to the stations at which said wheat is purchased, said bid price to be less fixed charges, including freight and commission. The term "Terminal Markets" as herein and hereinafter used is defined as those markets having an organized grain exchange or facilities for handling, storing and inspecting grain.

3. That mills and buyers located at country points be prohibited from giving the farmer a higher grade or lower dockage for his grain than federal inspection would justify, or paying him a higher price than would leave a reasonable buying margin.

4. For the operation of the terminal elevators, we recommend the following plan, which is based on the President's proclamation fixing the minimum price on the crop raised during the year 1918 at \$2.20 for the basic grade at Chicago. So long as it is necessary, in the opinion of the government, to stabilize wheat prices, we recommend that the present method of control and handling wheat be changed to permit the free and unrestricted movement of grain in its natural channels from country points to markets and to allow the sale of all grades of wheat in the open market, with the restriction that no wheat shall be bought at a higher price than that of the basic grade fixed by the President.

This would mean that the government would no longer fix the maximum values of the various lower grades of wheat, but would permit demand and supply, cleaning and blending and other factors to determine the prices thereof. This would not interfere with the necessity of the government, through the United States Grain Corporation, in compliance with section 14 of the Food Act, establishing fixed minimum prices for "each of the official grain standards for wheats as established under the United States Grain Standards Act," at which prices the United States Grain Corporation will purchase all wheat that is tendered it. This would remove the present cause of complaint of producers that the value of any grade of wheat lower than the basic grades are fixed arbitrarily, and are therefore below their relative commercial value. By the changed methods the prices of the lower grades would be fixed by competition.

5. That all wheat bought by persons other than government agents and thus

finding its way into market must be sold to the United States Grain Corporation and must be purchased when tendered to it at the price established by the government for the various grades, except, however, that dealers in markets shall be allowed to purchase upon orders from mills, wheat from current offerings and ship same direct to such mills, receiving as compensation the commission as provided by the various markets for such service.

6. Further, that the United States Grain Corporation shall pay the terminal elevator operators as a consideration for storing and handling its wheat the regular published charges for such services prevailing at each terminal market place. The United States Grain Corporation to carry its own risk by fire or the elements, loss by bombs or other explosion and war hazards of all kinds; the United States Grain Corporation to pay for the wheat when the terminal elevator operator delivers to its agent the warehouse receipts.

7. We wish to emphasize the necessity of maintaining a properly controlled future market as a necessary feature of an even movement and uniform distribution of coarse grains, or of wheat when not under definite government price control. Without it it will be impossible to make such accumulation at terminal markets as will insure quick and ready shipment and distribution so necessary to prevent fluctuations in prices of grain and its products.

We can, of course, assume the risk of ownership and make some accumulations of grain without it, but it will be impossible for many to take the risk involved in accumulating without hedges an important stock of grain, except at prices as low as to incense the farmers and cause a sharp falling off in the movement from the farms at times when it is convenient for the farmers to sell. There is nothing new in this statement, but it is so important a feature of the machinery of the business of grain distribution that too much emphasis cannot be placed upon the need of it.

Geo. E. Marcy, of Chicago, in compliance with the wishes of Mr. Barnes, that a com'te be named to advise with the food administration, moved that a com'te of 12 be appointed to represent the different trade organizations. His motion was adopted, and the following appointments already have been made:

## ADVISORY COM'ITE.

Grain Dealers National Ass'n: A. E. Reynolds, Crawfordsville, Ind.; Geo. A. Wells, Des Moines, Ia., and U. F. Clemmons, Marshall, Okla.

Council of Grain Exchanges: W. N. Eckhardt, Chicago; Frank I. King, Toledo, and J. O. Ballard, St. Louis.

Terminal Elevator Grain Merchants Ass'n: G. F. Ewe, Minneapolis; C. B. Pierce, Chicago.

## Coming Conventions.

May 20.—Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 21, 22.—Illinois Grain Dealers Ass'n at Chicago.

May 22, 23.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 27, 28.—Texas Grain Dealers Assn. at Galveston, Tex.

May 27, 28.—American Corn Millers Federation at Washington.

May 28, 29.—Kansas Grain Dealers Ass'n at Topeka, Kan.

June 4, 5.—Iowa Seed Dealers Ass'n at Des Moines, Ia.

June 6, 7.—American Feed Manufacturers Ass'n at Buffalo, N. Y.

June 17.—Council of Grain Exchanges at a place not selected.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9, 11.—Tri-State Country Grain Shippers' Assn. at Minneapolis, Minn.

July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. L. & T. 33137 was in train No. 64 on L. E. & W. at Otterbein, Ind., Apr. 25, eastbound, leaking yellow corn at end.—Farmers Elevtr. Co., T. E. Samuel, mgr.

Southern 18144 passed thru Boyleston, Ind., Apr. 29, leaking shelled corn at corner of car. Was running out in a small stream. No chance to repair.—McComas & Brant, A. P. Butz.

C. M. & St. P. 504121, eastbound in train No. 70 on Wabash, at Milmine, Ill., Apr. 30, was leaking oats. Side post had come loose at top and siding was bulged, letting oats out. Fixed it best I could. Will most likely be transferred.—Thurman E. Hamman.

P. R. R. 562671 passed thru Morganville, Kan., on Rock Island train No. 84 May 3 leaking wheat at side of car about midway of car. I called attention of trainmen to the leak, but it was not repaired here, and car left here with the wheat running out.—R. E. Miller.

N. Y. C. 244805, loaded with oats, set off at Danvers, Ill., May 5, by a thru train. Leaking badly at side where sheathing boards were spread apart. Workmen from company repaired.—Danvers Elevtr. Co., Wm. Shorthose, mgr.

## Resist Cancellation of License.

The first case in which a licensee of the United States Food Administration has appealed to the courts to protect itself from an unfair cancellation of its food administration license was instituted Apr. 29, 1918, by the Alamo Brokerage Co. in the 45th district court of Bexar County, at San Antonio, Tex.

Judge Taylor issued an order temporarily restraining the Federal Food Administration from cancelling the license, and cited E. A. Peden of Houston, John B. Carrington and W. C. Silliman, federal food administrators and the Brooks Grain Co., co-defendants, to appear in court and show cause why the injunction should not be made permanent.

Two cars of hay sold by the Brooks Grain Co. to the Alamo Brokerage Co. were refused on the allegation that on arrival the hay proved to be of an inferior grade to that ordered. On complaint the food administration held that the Alamo Brokerage Co., must accept the hay or forfeit its license.

In numerous cases of infraction of the Food Administration regulations the employees of the Food Administration or the government attorneys have acted as judge, jury and executioner, summarily canceling licenses in the most flagrant violations and letting off first offenders or those erring thru ignorance with a few days' suspension of business or contribution to the Red Cross. If offenders are to have the protection of due process of law, such as trial by jury, the work of the courts and the prosecuting attorneys will be greatly increased. On the other hand no innocent person should be convicted.



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## CALIFORNIA.

Perkins, Cal., May 6.—All old grain has been moved from farms. Cars moving satisfactorily for what little shipping is being done.—Perkins Grain & Mfg. Co.

## CANADA.

St. John, N. B., Apr. 23.—More than 17,000,000 bus. of grain have been shipped from this port this winter, as compared with 5,450,000 bus. last year, making a record for the port.

## COLORADO.

Eaton, Colo., May 6.—Practically all wheat has been delivered by farmers.—Eaton Flour Mills.

Bovina, Colo., May 6.—Most all wheat out of farmers' hands.—Star Farmers Co-operative Union Co., S. E. Davenport, mgr.

## ILLINOIS.

Kewanee, Ill., Apr. 29.—Considerable oats but not very much corn left in farmers' hands.—W. B. Cavanaugh.

Stillman Valley, Ill., May 6.—No old corn in this territory. Farmers still have 25% of the oats.—H. M. Steafbold, mgr. Armour Grain Co.

Sciota, Ill., May 6.—About 25% larger acreage of wheat and less of oats and corn in this vicinity than last year.—H. Allshouse & Co.

Burgess, Ill., May 3.—Quite a few oats back yet but the price is not strong enough for the farmers to let go of them yet.—Center Lbr. Co.

Kewanee, Ill., Apr. 29.—Oats beginning to move again. Considerable corn left but it is in poor condition.—J. E. Hawthorne, mgr. Kewanee Farmers Elvtr. Co.

Osborneville, Ill., Apr. 30.—Cars have been so scarce that we still have quite a lot of our winter shelled corn on hand. It now is badly bin burned. No wheat in farmers' hands, very little oats and about 60% of 1917 corn crop.—Otto F. Young, mgr. Mt. Auburn & Osborneville Grain Co.

## INDIANA.

Haubstadt, Ind., May 6.—Very little grain in farmers hands.—Theodore A. Stinkel, agt. Akin-Erskine Mfg. Co.

Evansville, Ind., May 1.—It is believed that in view of the fixed wheat price, most of the farmers will sell their grain at threshing time. The great problem then will be the storing of the grain. Millers say they can take care of but 10,000,000 bus. of wheat, and it is said every elvtr.

in the state must be brought into use to store the grain properly.—C.

Goshen, Ind., May 3.—There is considerable corn in farmers hand, but much of it is fit only for feed. No great amount of oats left in the country as farmers have sold pretty freely at high prices.—Goshen Mfg. Co., Frank E. C. Hawks, pres.

## IOWA.

Ayrshire, Ia., May 6.—Not to exceed 5% of oats left in farmers hands, and very little corn.—M. J. Conry.

## KANSAS.

Perth, Kan., May 5.—Wheat and all spring crops are looking and doing fine.—Sumner County Union Co-operative Ass'n.

Bentley, Kan., May 2.—No wheat left in farmers hands. They still have about 10% of the corn, all of which will grade a good No. 3, as the low grade has been moved.—J. A. Armour.

## LOUISIANA.

New Orleans, La.—Exports of grain thru this port during the month of March were: Wheat, 921,130 bus.; corn, 2,703,945 bus.; oats, 2,938,176 bus.; barley, 346,803 bus.; and rye, 47,720 bus., compared with wheat, 2,318,429 bus.; corn, 1,608,946 bus.; oats, 82,450 bus.; barley, 4,500 bus.; and rye, none, during March, 1917.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

## MICHIGAN.

Lansing, Mich., May 4.—Number of bus. of wheat marketed in April was 105,000, the estimated total marketed in the 9 months August-April is 8,000,000, and the quantity remaining on farms about 900,000 bus. Grain threshed in the state up to and including Apr. 27 was as follows: wheat, 13,924,798 bus.; rye, 4,533,777 bus.; oats, 44,813,642 bus.; barley, 3,319,962 bus.; and buckwheat, 350,862 bus.—Coleman C. Vaughan, sec'y of state.

## MISSOURI.

St. Joseph, Mo., May 4.—The movement of wheat has increased largely during the past 10 days and local mills working on government contracts have resumed operation.—W.

## MONTANA.

Glendive, Mont., May 6.—No old wheat in farmers hands.—Occident Elvtr. Co., P. M. Huston, agt.

## NEBRASKA.

Elkhorn, Neb., Apr. 29.—Car service is good now, but it was poor during January, February and March.—Henry C. Bull, sec'y Farmers Union Elvtr. Co.

Emerson, Neb., May 6.—Very little grain moving. Quite a lot of oats in farmers hands, and some corn, the corn being of the better grade.—Crowell Lbr. & Grain Co.

Dannebrog, Neb., May 4.—Movement is slow as most of the grain has moved. A little oats left but do not think there will be any to ship.—C. F. Peterson, mgr. Farmers Grain & Supply Co.

## NEW MEXICO.

San Jon, N. M., May 6.—Wheat has all been marketed in this section.—Clovis Mill & Elvtr. Co., Edgar Stephenson.

## NEW YORK.

Pleasant Plains, N. Y., May 7.—Grain practically all marketed.—J. Z. Frost.

## OHIO.

Effington sta. (New Effington p. o.), O.—Some grain still to be marketed.—C. E. Higbie, agt. Great Western Grain Co.

Middletown, O., May 4.—Old wheat all sold and shipped. No new corn moving. It is in very bad condition.—Oakland Grain Co.

Middle Point, O., May 3.—Even rotten corn is being sold in Van Wert County for 40c per bu., and there will be many cars of it to load. We still have plenty of good corn left. Hay prices have declined and cars have become plentiful on the P. R. R. Farmers are anxiously selling and buyers are very few.—H. G. Pollock.

## OKLAHOMA.

Wakita, Okla., May 6.—Old wheat completely cleaned up.—Agt. Anthony Mills.

Burlington, Okla., May 6.—Wheat all in in this locality.—Luther Martin, mgr., Burlington Grain Co.

Jefferson, Okla., May 6.—Very little wheat moving, as practically all of it is in.—Morrison Bros. Mills.

Waukomis, Okla., May 4.—Wheat about all out of farmers hands. Feed scarce and farmers using as little as possible.—D. W. Ward.

## SOUTH DAKOTA.

Riverside, S. D., May 6.—Grain movement slow.—Farmers Elvtr. Co., Lewis Beyers, mgr.

Plana, S. D., May 6.—No wheat left on farms in this community.—Plana Farmers Elvtr. Co., August A. Brorold.

Platte, S. D., May 7.—Almost all 1917 wheat marketed. Some barley and considerable oats still in farmers hands.—Lloyd Elvtr. Co.

## TEXAS.

Galveston, Tex.—Exports of grain thru this port during the month of March were Wheat, none; corn, 1,489,745 bus.; barley, 414,153 bus.; oats, none; and rye, 157,953 bus., compared with wheat, 1,457,127 bus.; corn, 257,142 bus.; barley, none; oats, 929,350 bus.; and rye, none, during March, 1917.—H. A. Wickstrom, chief inspector Board of Trade.

## WISCONSIN.

Palmyra, Wis., May 4.—Grain practically cleaned up.—Oscar A. Anderson Lbr. Co.

Pardeeville, Wis., May 6.—Grain movement about over.—H. L. Clark, mgr. T. H. Cochrane Co.

THE REFUSAL of the Missouri Pacific to absorb elevation charges on grain shipped to Lexington and Sweet Springs, Mo., while not held discriminatory as to competitive points is so held as to certain non-competitive branch line points, in the complaint of the Lexington Flouring Mills before the Interstate Commerce Commission.

## Barley Movement in April.

Receipts and shipments of barley at the various markets during April, compared with April, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	1,701	19,347	9,926	302,621
Chicago	1,198,000	1,729,000	592,000	743,000
Cincinnati	118,066	93,778	7,539	31,173
Duluth	159,434	571,961	32,743	164,955
Kansas City	63,000	30,000	21,000	54,600
Milwaukee	489,600	1,093,300	175,020	210,117
Minneapolis	1,229,810	1,333,930	1,946,160	1,911,640
New York	366,075	.....	54,346	.....
Omaha	90,600	201,600	67,200	33,600
Philadelphia	30,781	4,222	30,492	49,842
St. Louis	100,855	12,800	129,510	2,900
San Francisco,	.....	.....	.....	.....
tons	5,276	13,654	.....	.....
Toledo	471,500	.....	.....	.....
Winnipeg	734,500	.....	470,600	.....

## Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
	1917-8.	1916-7.	1917-8.	1916-7.	1917-8.	1916-7.
Tot. July 1 to Dec. 29...	90,107,000	153,967,000	11,299,000	22,912,000	76,409,000	61,410,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,683,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Feb. 9.....	1,637,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,763,000	353,000	1,712,000	1,350,000	2,705,000
Feb. 23.....	675,000	4,122,000	108,000	1,321,000	1,449,000	1,779,000
Mar. 2.....	1,232,000	4,703,000	93,000	1,500,000	1,812,000	2,661,000
Mar. 9.....	1,172,000	4,679,000	.....	1,540,000	968,000	2,917,000
Mar. 16.....	884,000	3,538,000	891,000	1,934,000	1,706,000	1,615,000
Mar. 23.....	855,000	4,387,000	1,036,000	1,602,000	2,410,000	1,839,000
Mar. 30.....	1,157,000	2,803,000	1,421,000	1,727,000	1,309,000	711,000
Apr. 6.....	1,251,000	2,941,000	1,218,000	1,480,000	1,059,000	2,880,000
Apr. 13.....	994,000	4,130,000	2,109,000	1,300,000	3,364,000	2,582,000
Apr. 20.....	910,000	5,387,000	547,000	971,000	3,327,000	2,323,000
Apr. 27.....	1,278,000	4,194,000	955,000	798,000	3,551,000	557,000
May 4.....	719,000	4,927,000	705,000	719,000	2,750,000	1,212,000
Totals.....	112,577,000	235,685,000	21,649,000	46,738,000	111,400,000	96,693,000



## Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, compared with April, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	127,288	2,269,618	33,327	2,329,167
Chicago	298,000	3,859,000	199,000	4,245,000
Cincinnati	332,735	285,972	195,835	179,390
Detroit	32,000	189,000	34,000	35,000
Duluth	112,240	2,644,368	370,226	2,441,463
Indianapolis	97,500	100,000	1,250	30,000
Kansas City	410,400	2,791,800	311,850	4,255,200
Milwaukee	40,300	1,058,750	287,700	1,482,353
Minneapolis	3,937,960	9,300,130	768,490	3,893,740
New York	517,688	.....	278,842	.....
Omaha	454,800	543,600	952,000	1,159,200
Philadelphia	436,347	3,056,668	391,655	2,741,808
St. Joseph	219,945	202,616	14,663	43,989
St. Louis	423,887	3,044,580	384,610	2,849,550
San Francisco,	.....	.....	.....	.....
tons.	5,041	8,764	.....	.....
Toledo	58,400	148,800	159,900	227,000
Wichita	24,000	423,600	.....	218,000
Winnipeg	5,279,760	.....	10,798,650	.....

## Corn Movement in April.

Receipts and shipments of corn at the various markets during April, compared with April, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	819,463	1,432,985	337,689	1,271,220
Chicago	8,493,000	4,486,000	2,925,000	5,195,000
Cincinnati	724,959	659,428	377,630	331,541
Detroit	441,000	167,000	78,000	219,000
Duluth	1,702,500	2,160,000	291,250	972,500
Indianapolis	2,936,250	1,665,000	3,016,250	1,038,750
Kansas City	901,440	643,200	1,082,971	1,806,414
Minneapolis	1,445,480	463,470	906,020	1,094,530
New York	1,445,800	.....	1,118,578	.....
Omaha	4,883,200	5,097,400	2,248,000	2,136,400
Philadelphia	713,138	316,221	401,056	408,702
St. Joseph	909,636	968,184	732,564	795,396
St. Louis	2,799,862	2,079,380	2,607,750	1,344,710
San Francisco,	.....	.....	.....	.....
tons.	776	1,160	.....	.....
Toledo	181,800	119,400	121,600	95,700
Wichita	24,900	144,000	18,000	110,000

## Oats Movement in April.

Receipts and shipments of oats at the various markets during April, compared with April, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	3,450,210	444,695	1,198,669	.....
Chicago	13,606,000	9,724,000	10,736,000	14,067,000
Cincinnati	544,590	692,176	400,884	411,463
Detroit	376,000	226,000	42,000	44,000
Duluth	24,751	1,258,611	8,593	318,951
Indianapolis	800,000	1,594,800	541,800	282,500
Kansas City	965,600	833,000	1,015,500	912,000
Milwaukee	2,379,730	1,650,460	1,694,609	2,215,976
Minneapolis	3,046,140	1,474,400	4,929,440	3,216,200
New York	3,186,000	.....	740,993	.....
Omaha	3,156,000	2,596,000	2,168,000	1,924,000
Philadelphia	2,519,364	729,795	976,122	180,605
St. Joseph	240,000	153,750	136,875	56,250
St. Louis	4,190,510	2,456,500	3,557,480	2,494,340
San Francisco,	.....	.....	.....	.....
tons.	1,738	1,938	.....	.....
Toledo	584,000	186,400	399,800	129,200
Wichita	10,100	135,000	6,000	95,000
Winnipeg	5,805,600	.....	6,879,600	.....

## Rye Movement for April.

Receipts and shipments of rye at the various markets during April, compared with April, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	91,573	638,652	109,729	459,717
Chicago	234,000	440,000	122,000	329,000
Cincinnati	109,245	28,880	107,940	18,145
Detroit	30,000	14,000	.....	9,000
Duluth	5,340	28,278	2,994	225,643
Indianapolis	38,750	2,500	15,000	1,250
Kansas City	50,600	18,700	69,300	36,300
Milwaukee	73,950	90,050	67,125	198,192
Minneapolis	640,930	307,000	669,410	391,810
New York	57,500	.....	138,565	.....
Omaha	64,900	56,100	37,400	63,800
Philadelphia	135,016	47,662	.....	55,950
St. Louis	45,663	8,800	6,930	12,150
Toledo	35,200	3,000	32,500	5,600
Wichita	1,000	.....	1,000	.....

EXPORT BUYING of oats has been intermittent, and at no time urgent. As a market factor its influence has not counted for much in sustaining values. Premiums have declined materially from their recent high point, thus disclosing a weakened cash situation caused by the inability of the markets to absorb the movement in progress, and from the knowledge that farm reserves are still heavy.—L. W. Forbell & Co.

## Traveling Supervisors at Work.

The Bureau of Markets of the Dep't of Agriculture has divided the country into six divisions, to each of which has been assigned a division supervisor, who will travel continuously and confer with other supervisors to handle problems in connection with the uniformity of grain grades between the various markets. The division supervisors also will investigate intermarket inspections and trade complaints of the grading of grain based on specific facts where conditions may show lack of uniformity.

The six divisions, together with the name of the supervisor in each, are as follows:

Division No. 1—Atlantic Seaboard Markets. Headquarters, 578 Bourse Building, Philadelphia, Pa. Supervisor, Laurel Duval.

No. 2—Ohio Valley Markets. Headquarters, 827 Board of Trade, Indianapolis, Ind. Supervisor, Clark Russell.

No. 3—Great Lakes Markets. Headquarters, Room 974, 208 So. La Salle St., Chicago. Supervisor, Oscar F. Phillips.

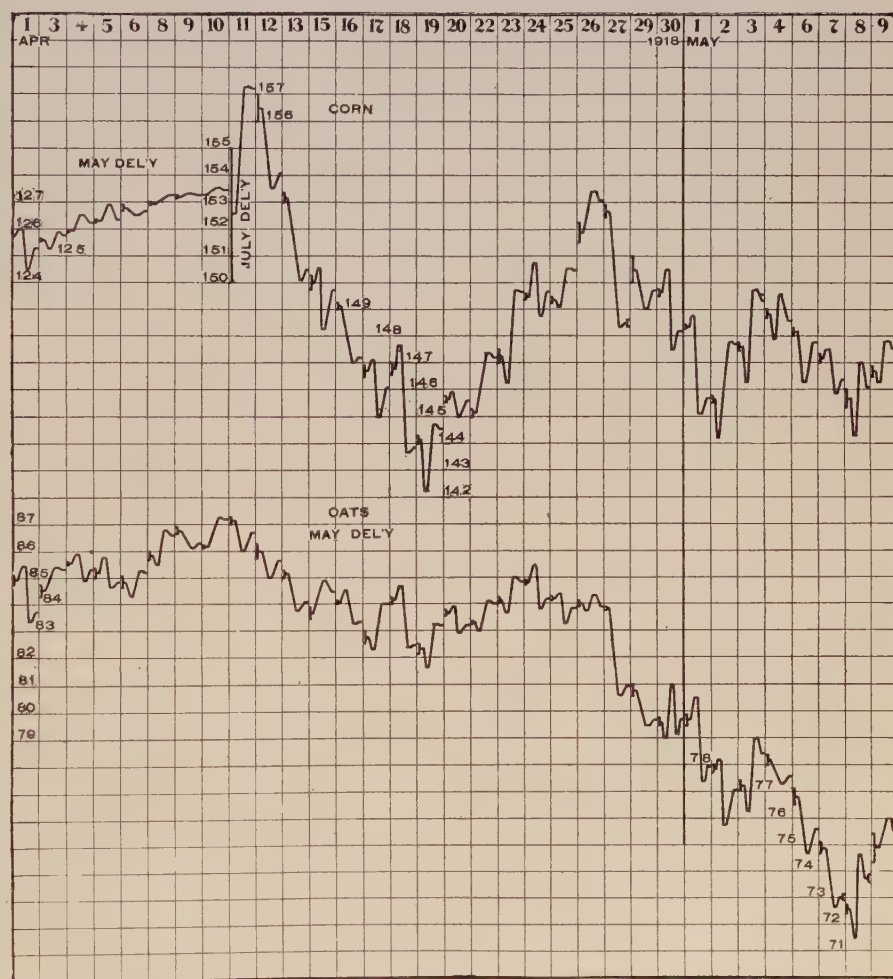
No. 4—Mississippi River Markets. Headquarters, 813 Pierce Building, St. Louis, Mo. Supervisor, Phillip Rothrock.

No. 5—Southwestern Markets. Headquarters, 310 Postal Telegraph Building, Kansas City, Mo. Supervisor, Evan L. Morris.

No. 6—Pacific Coast Markets. Headquarters, 802 Arctic Building, Seattle, Wash. Supervisor, B. J. Stubblefield.

A conference of the division supervisors was held in Chicago May 6-7 to work out organization problems and plans. It is planned to have the new organization effective for the new crops, and the division supervisors will be in addition to the 35 district supervisors in terminal markets.

## Opening, High, Low and Close at Chicago Since Apr. 1.



## Daily Closing Prices.

The daily closing prices of oats and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY OATS.									
	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 4.	May 6.
Chicago	74½	74½	73½	72½	71½	69½	68½	69½	68½	67½
Minneapolis	83½	83½	77½	76½	75½	72½	72	73	71½	70½
St. Louis	74½	75	73½	72½	71½	68½	68½	69½	68½	67
Kansas City	73½	74½	72½	72½	72	69	69½	69½	68½	66½
Milwaukee	74½	74½	73½	72½	71½	69½	69	69½	68½	67½
Winnipeg	87½	88½	86½	85½	85½	83½	82½	84½	82½	79½
	JULY CORN.									
	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 4.	May 6.
Chicago	150½	153	148½	149½	148½	145½	147½	149½	148½	147½
St. Louis	151½	153½	149½	150½	149½	147½	149	150½	148½	147½
Kansas City	153½	156½	152½	153½	152½	150½	151½	153½	152½	151½
Milwaukee	150½	153	148½	149½	148½	145½	147½	149½	148½	147½

\*May.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ARKANSAS.

Gravetta, Ark., May 7.—Wheat and oats standing nicely. Some corn to replant.—W. T. Nickell.

### CALIFORNIA.

Perkins, Cal., May 6.—Prospect is for an average crop of wheat and oats. Late sown barley will be short, owing to lack of moisture.—Perkins Grain & Mfg. Co.

### COLORADO.

Bovina, Colo., May 6.—Small grain prospects better than usual at this time of year.—Star Farmers Co-operative Union Co., S. E. Davenport, mgr.

### DELAWARE.

Harrington, Del., May 7.—Outlook for wheat crop is not very promising.—Fleming Mfg. Co.

### ILLINOIS.

Roscoe, Ill., May 6.—New crops, especially rye and wheat, looking fine.—J. H. Patterson Co.

Thawville, Ill., May 8.—All crops look fine.—L. E. Mast, mgr., Thawville Farmers Grain Co.

Palestine, Ill., Apr. 25.—Wheat and oats look fine, and prospects are for a bumper crop on these grains.—Miesenhelder Bros.

Rossville, Ill., May 7.—Wheat sown last fall is looking fine. Oats looking good. No corn planted, but will commence last of week.—A. E. Long.

Stillman Valley, Ill., May 6.—About 50% of the wheat looks good; the rest frozen out. Rye, barley and oats looking good.—H. M. Stearbold, mgr. Armour Grain Co.

Rollo, Ill., May 7.—Very good prospect for spring wheat. Farmers are commencing to plant corn. Soil in fine condition.—R. A. Strong.

Speer, Ill., May 5.—Oats beginning to look good. Some starting to plant corn. It is getting dry and we need rain.—Speer Elvtr. Co., J. B. Green.

Rock Ridge, Ill., May 6.—Wheat crop in excellent condition. Farmers planting corn and soil is in good condition.—J. F. Ruhman, sup't. Standard-Tilton Mfg. Co.

Osberville, Ill., Apr. 30.—Wheat and oats looking good, but in need of seasonable weather. Acreage somewhat above normal.—Otto F. Young, mgr. Mt. Auburn & Osberville Grain Co.

Burgess, Ill., May 3.—Most all of the plowing in this vicinity is finished and farmers are waiting for warm weather so they can plant corn. They have been very careful about seed and have given good tests.—Center Lbr. Co.

Rockton, Ill., May 6.—Winter wheat is badly winter killed. Rye is looking fine. Spring wheat and oats good. Large acreage of oats, and more spring wheat sown than in any year in past 20. Have had plenty of moisture.—W. H. Moore.

### INDIANA.

Centerville, Ind., May 1.—We have a very good outlook for wheat at this time.—Creitz & Deardoff, R. J. Deardoff.

Frankfort, Ind., Apr. 27.—Wheat and oats looking fine. Plowing for corn about completed.—Otto Lefforge.

Laurel, Ind., May 6.—Prospects are for a bumper crop of wheat with a small acreage, owing to condition of corn ground last fall.—F. A. Wright.

Goshen, Ind., May 3.—We have had some favorable rains of late and the country never looked finer than it does today. Wheat, oats and grass all are growing nicely.—Goshen Mfg. Co., Frank E. C. Hawks, pres.

Fremont, Ind., May 8.—There will not be over 50% of a wheat crop and 75% of a rye crop. Other crops looking fine.—Hammel Mfg. Co.

Ligonier, Ind., May 6.—Oats and hay are good, but wheat only fair in this district. Corn not yet planted.—Farmers Co-operative Elvtr. Co., W. A. Jackson, treas.

Haubstadt, Ind., May 6.—The growing wheat crop in southern Indiana is looking good and we are looking for a big crop.—Theodore A. Stimmel, agt. Akin-Erskine Mfg. Co.

Walkerton, Ind., Apr. 25.—Wheat looking fine. Oats all seeded and coming up with good stand. No corn crop, it being a total failure, and we are shipping in for seed.—B. I. Holser & Co.

Evansville, Ind., May 1.—Severe rains in southern Indiana, northern Illinois and northern Kentucky during the last week in April caused both the Wabash and White Rivers to overflow and considerable growing wheat was under water, but it is not believed that the crop was damaged. The rains will delay corn planting in the lowlands a week or two. Oats seeding practically finished and the acreage is the largest in years. It is estimated that the wheat crop in the state will be about 60,000,000 bus., the largest yield in many years.—C.

### IOWA.

Beaconsfield, Ia., May 6.—Considerable corn back in farmers hands and some oats.—E. J. Moore.

Batavia, Ia., May 6.—Fine prospect for a good corn crop. Going in in fine condition.—Walker & Peebles.

Blanchard, Ia., May 6.—Crop prospects are good, but rain is needed. Farmers are planting corn.—Blanchard Mill & Elvtr. Co.

Arthur, Ia., May 7.—Prospects for crops never better. Just a little dry, but otherwise weather is ideal.—Agt. Trans-Mississippi Grain Co.

Glidden, Ia., May 7.—Soil is in good condition for corn planting. Need rain for small grains and grass.—J. C. Riedesel, mgr. Glidden Farmers Elvtr. Co.

Arnold, Ia., May 7.—Farmers are planting corn. The soil is in ideal condition but it has been very dry for growing crops.—Arnold Grain Co., H. W. Clelland.

Libertyville, Ia., May 2.—Fall and spring wheat looks good but oats are not a very good stand account freezing, and the growth is not good either.—A. H. Miller.

Stanwood, Ia., May 7.—Oats and wheat up and looking fine. About 100% increase in wheat acreage. Corn planting commenced and soil in excellent condition.—Jas. P. Christianson, agt. King-Wilder Grain Co.

Auburn, Ia., May 6.—Spring has been early, but oats are very backward on account of lack of moisture. We also need rain for grass. Farmers are well along with preparations for corn planting.—Farmers Grain Co.

Des Moines, Ia., May 7.—Oats, spring wheat, rye and barley show general improvement, the fields being green and the plants about 3 inches high. Corn planting is progressing rapidly in the south and beginning in the north with the soil in excellent condition generally.—Charles D. Reed, meteorologist, U. S. Weather Bureau.

Alton, Ia., May 7.—Small grain crops look good. Has been cold and dry, and we need rain but are not suffering. Last few days have been warmer and farmers are ready to plant corn if weather continues fair.—Klein Bros. Grain Co., H. W. Klein.

Blencoe, Ia., May 6.—All growing crops look fine. Soil in excellent condition for corn planting. Twenty per cent of farmers have started to plant corn. Winter wheat light, about 50% of stand. We need rain.—Blencoe Elvtr. Co., J. E. Glaman, mgr.

### KANSAS.

Bluff City, Kan., May 3.—Wheat and oats in this locality look good.—Emmett Berry.

Cedar, Kan., May 6.—Wheat looks fine.—B. G. Morrison, agt. W. H. Morrison Elvtr.

Alta Vista, Kan., May 4.—Have plenty of moisture and wheat is looking fine. About ½ of corn planted. Oats look good.—P. S. Andres.

Burns, Kan., May 5.—Splendid outlook for crops. Good rains recently. Wheat and oats condition 100 per cent.—J. C. Lilley & Co.

Valley Center, Kan., May 6.—Wheat and oats promise good crops. Plenty of moisture. Not so much corn being planted.—Joe Clark.

Alton, Kan., May 7.—About 25% of wheat acreage remains, and it looks good. Oats and barley are fine. Plenty of rain.—W. H. Gray, mgr. Farmers Elvtr. Co.

Caldwell, Kan., May 6.—Wheat condition in this section was never better. Plenty of rain with prospects for a big crop. Oats also looking fine.—Caldwell Mfg. Co.

Ackerland, Kan., May 6.—Wheat prospect fine, with oats fair. Large acreage of both wheat and oats. Corn going in in fine condition.—Casebier Elvtr. Co., S. H. Hill, agt.

Ellinwood, Kan., May 6.—Wheat prospects are very promising. Looks like a Bumper Crop for Barton County.—K. R. Mohn, mgr. Ellinwood Grain & Supply Co.

Tampa, Kan., Apr. 27.—Marion County wheat and oats are looking fine, but not very much corn planted. At present we are having plenty of rain.—E. D. Clark, mgr. Farmers Grain & Supply Co.

Bentley, Kan., May 2.—Growing wheat looking fine and prospect for a good crop. Oats up and looking fine. Ground in the best of condition for corn planting, with about ½ of it planted.—J. A. Armour.

Page City, Kan., May 4.—We had no crop last year and will ship no wheat this year. Prospect for barley, oats and corn could not be better.—Wm. Vogelgesang, mgr. Farmers Co-operative Ass'n.

Kismet, Kan., May 6.—Growing wheat looks good, that is, of course, what is left after winter killing. Very large acreage of row crops and conditions are very good. Lots of moisture for present needs.—R. A. Ely, agt. Reno Flour Mills Co.

Wichita, Kan., May 7.—We have received abundant rains in the last few days. Wheat is looking fine. Spring crops are backward owing to the cold weather. Corn planting in this section will be late.—R. B. Waltermire, sec'y Board of Trade.

Alexander, Kan., May 6.—There will be very little wheat this season on account of high winds and prolonged drouth thru winter. Prospects for spring crops are excellent. Plenty of rain. Lots of corn, kafir, feterita and cane being planted. Oats and barley look fine.—Ryan Lbr. Co.

Kansas should produce a wheat crop of 107,270,000 bus. as the result of copious rains that have fallen during the 3 weeks previous to May 2. The condition of growing wheat has improved materially. Corn planting and other spring work has been delayed by wet and cold weather, and some corn that has been planted will have to be replanted. Subsoil is soaked well.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

### KENTUCKY.

Nolin, Ky., May 4.—Growing wheat looking fine. Will have a bumper crop if season continues good.—Nolin Mfg. Co., G. A. Boyd.

### MICHIGAN.

Lansing, Mich., May 4.—Condition of wheat in the state is 57, as compared with 70 on Apr. 1, and 76 one year ago. Thirty-four per cent of the wheat will be plowed up because of winter killing or other destruction. Average condition of rye is 76, compared with 86 last year. The acreage sown, or to be sown, to oats is 107% of last year.—Coleman C. Vaughan, sec'y of state.

### MINNESOTA.

Westbrook, Minn., May 8.—Crop prospects fine.—Bert Milligan, mgr. Farmers Elvtr. Co.



Park Rapids, Minn., May 2.—Crops are looking good. Had a good rain last week. About 25% more acreage planted to small grain than last year.—Park Rapids Fuel & Supply Co.

Minneapolis, Minn., May 8.—Crop conditions continue favorable. Have enough moisture to carry crops for some time, but showers would be beneficial in some local districts where spring rains have been light. Spring wheat crop is in excellent condition. Additional ground is being broken for flax.—The Van Dusen Harrington Co.

## MISSOURI.

Guilford, Mo., May 8.—Crop prospects are good at present.—W. F. Davies, agt. Shannon Grain Co.

Norbore, Mo., May 7.—Prospect for wheat and oats crop was never better than at present.—Arch Winkler.

Hughsville, Mo., May 6.—Oats crop about perfect on large acreage. Corn planting started under very favorable conditions.—Jno. N. McNess.

Higginsville, Mo., May 4.—Wheat is looking fine. Prospects good for a large acreage of corn. Pastures need rain; subsoil very dry.—Eagle Mill & Elevator Co., A. H. Meinershagen, mgr.

## MONTANA.

Glendive, Mont., May 7.—Large crops seeded and prospect good.—Glendive Mfg. Co.

Glendive, Mont., May 6.—All the wheat has been seeded and is coming up the last warm days. Plenty of moisture makes crop prospects good at this time.—Occident Elevator Co., P. M. Huston, agt.

Great Falls, Mont., Apr. 25.—Winter wheat is coming out of the winter in good condition. There is an even stand and moisture conditions are good.—H. N. Stockett, sec'y Northwestern Grain Dealers Ass'n.

There was fear that the early sown wheat might rot in the ground on account of continued cold weather, but this is all above ground and in fine condition. Favorable crop conditions continue.—The Van Dusen Harrington Co., Minneapolis, Minn.

Lewistown, Mont., May 2.—Wheat and oats seeding thruout Montana has been carried on under the best of conditions and this week will see the seeding practically completed thruout the state, with the exception of flax. The growing winter wheat crop is well above ground and many of the earlier sown fields are from 4 to 6 inches high, with an even heavy stand. The loss by winter killing and worms is practically negligible.—P. F. Brown Co., P. F. Brown.

## NEBRASKA.

Ellis, Neb., May 6.—Wheat and oats look good and corn planting beginning under favorable conditions.—Agt. Wright-Leet Grain Co.

Cowles, Neb., May 6.—Wheat promises 95% of crop. Corn planting just commenced.—M. E. Lawrence, mgr. Farmers Union.

Stella, Neb., May 6.—Crops are looking fine and we have a good prospect for wheat. Corn planting just starting with conditions ideal.—Jesse Wright.

Emerson, Neb., May 6.—A little dry but soil in fine condition. Some corn being planted. Small grain coming all right.—Crowell Lbr. & Grain Co.

Exeter, Neb., May 6.—Crops are fine. Soil in fine condition, and the outlook at present is for a big crop of wheat, oats and barley.—W. W. Kimberly, agt. Central Granaries Co.

Creighton, Neb., May 6.—Oats and all small grains looking fine. Farmers getting ready to plant corn. Farm work is in good condition, considering the war.—Louis E. Mann.

Elkhorn, Neb., Apr. 29.—Winter wheat is in fair condition. Spring wheat acreage is large and in good condition. Rain is needed.—Henry C. Bull, sec'y Farmers Union Elevator Co.

Giltner, Neb., May 6.—Wheat looking good. Stand poor on a few fields but average is good. Corn planting just starting. Oats looking good.—P. J. Hohnstein, mgr. Farmers Elevator Co.

Lebanon, Neb., Apr. 24.—I have handled 2 crops at this place, but the one now coming on is the most promising of any that I have seen, at this time of year.—D. A. Adams, agt. Duff Grain Co.

Danbury, Neb., May 7.—Wheat is about 80% of normal and is promising good yield. Having plenty of moisture. Corn planting is progressing and everything points to a good crop.—J. B. Garten, agt. Central Granaries Co.

Waverly, Neb., May 2.—Winter and spring wheat looking good. Oats not doing well and reports coming that they are very thin. Plowing for corn is moving along considering the cold weather.—Farmers Union Co-operative Ass'n, A. D. Duncan, mgr.

Roseland, Neb., May 4.—Wheat and other small grains doing nicely. While wheat is spotted we think we will have a full crop. Plenty of moisture but April was cool, holding the moisture and delaying growth of the wheat. Corn planting will begin May 10.—Roseland Grain & Supply Co., M. J. Stoetzel, mgr.

## NEW MEXICO.

San Jon, N. M., May 6.—The new crop looks very good. Moisture very low.—Clovis Mill & Elevator Co., Edgar Stephenson.

## NEW YORK.

Pleasant Plains, N. Y., May 7.—Farmers are planting spring crops.—J. Z. Frost.

## NORTH CAROLINA.

Greensboro, N. C., May 7.—The 1917 corn crop in this section was the biggest ever known.—Moon Taylor Co.

## NORTH DAKOTA.

Elabon, N. D., May 6.—Crop prospects never as good as at present.—J. C. Walters.

Beulah, N. D., May 7.—Wheat is doing fine and everything is favorable.—Powers Elevator Co., R. G. Stutz, mgr.

Adrian, N. D., May 6.—Crops here are the best in 20 years at this season of the year.—J. P. Good, mgr. Farmers Elevator Co.

Kindred, N. D., Apr. 29.—Crop conditions are about perfect. About 10% more wheat seeded than usual.—Kindred Farmers Elevator Co.

Berthold, N. D., May 6.—Large acreage of winter rye and it is looking fine. General conditions excellent. Spring seeding about 90% done.—C. S. Knudsen, agt. Andrews Grain Co.

Alfred, N. D., May 4.—All grain looking good. Wheat seeding about finished and barley seeding will be finished in about 10 days. There will be some breaking of new land for flax.—Frank Boldt, sec'y-treas., Alfred Elevator Co.

The weather has been warm and all vegetation is growing rapidly. Crop conditions very favorable. Spring wheat is in excellent condition, and the many little patches of wheat sown in districts where wheat has not been grown for years will be quite a factor in the aggregate.—The Van Dusen Harrington Co., Minneapolis, Minn.

## OHIO.

Middletown, O., May 4.—Growing wheat looks fine.—Oakland Grain Co.

Custar, O., May 4.—Crops, except wheat, are good. Farmers planting good acreage of corn.—Adam Krohn.

Columbus, O., May 1.—Four per cent of the wheat acreage that was sown last fall will not be harvested. The condition of the remaining acreage is 87%, compared with 83% last year, and with 83% last month. Area sown for spring wheat is 4,038 acres. Oats acreage is estimated at 1,618,431 acres, being 105% of last year's acreage. Spring barley acreage compared with last year is 104%. Condition of winter barley is 95% of an average. Rye condition is 93% of an average.—N. E. Shaw, sec'y of agriculture.

Effington sta. (New Effington p. o.), O.—Big acreage planted to grain this season and weather conditions ideal.—C. E. Higbie, agt. Great Western Grain Co.

Eaton, O., May 4.—Wheat looks fine. Oats starting fine. The greatest danger now is that farmers may risk planting poor seed corn and fail to get a good stand.—Joseph Poos.

Middle Point, O., May 3.—Oats are up and covering the ground. The corn seed bed never appeared in better condition. Planting will begin by May 10 and the acreage will be greatly increased. The wheat looks fairly well.—H. G. Pollock.

## OKLAHOMA.

Wann, Okla., May 4.—Crops look fine in this section at this time.—S. J. Royer.

Waukomis, Okla., May 4.—Prospects for a good wheat crop as fine as I ever saw.—D. W. Ward.

Woodward, Okla., May 7.—As it stands now, wheat will make about 50% of a crop.—O. W. Cox & Son.

Jefferson, Okla., May 6.—Wheat looks better than any one can remember its ever having looked in this section.—Morrison Bros. Mills.

Waukomis, Okla., May 6.—Prospects are for a good wheat crop in this vicinity. Oats, also, are looking fine.—Geo. M. Lovell, agt. El Reno Mill & Elevator Co.

Burlington, Okla., May 6.—New wheat crop looking fine. Harvest will begin about June 20. Having plenty of rain.—Luther Martin, mgr. Burlington Grain Co.

Hydro, Okla., May 6.—Very little wheat left in this locality, possibly enough to reseed the country. Oats looking fine. Corn doing well. All other crops doing well.—Farmers Grain & Elevator Co.

Wakita, Okla., May 6.—Growing wheat in this county is in the very best of condition. Another inch of rain last night. Oats looking fine. Farmers busy planting corn and kafir.—Agt. Anthony Mills.

Wagoner, Okla., May 6.—Wheat and oats crops are in fine condition. Have had plenty of moisture and weather has been ideal. Corn planting is over.—F. B. Gilbert Grain Co.

Binger, Okla., May 4.—Crops look good. Wheat nearly all frozen out and land being planted to kafir, maize and cotton. Oats never looked better.—Binger Elevator Co., Chas. Wilson, mgr.

Orlando, Okla., May 4.—Wheat and oats looking good. Eighty per cent acreage put in. Some corn and kafir planted. Soil in good condition. Present prospects indicate good yield of wheat and oats.—P. J. Meagher.

Oklahoma City, Okla., May 1.—The condition of the wheat crop is 77%, an increase of 17% over the condition of one month ago. The condition on same date in 1917 was 71%. During the past month the weather and growing conditions have been very favorable for wheat, and the crop has made the greatest improvement of any time during the growing season. We estimate that 19% of the acreage sown in the fall of 1917 has been abandoned. The acreage remaining is in the best of condition and gives promise of better than an average crop. Condition of oats is 88%. Condition on same date last year was 72%. There has been an increase of 9% over last year's acreage. A big per cent of the abandoned wheat acreage was sown to oats. The acreage sown to oats this year is estimated at 1,040,000 acres. The acreage planted to corn this year is 6% less than last year. This decrease is due to the failure of the crop in 1917. Most of this acreage will be planted to grain sorghums, especially in the western half of the state. Our estimate of the acreage in corn this year is 3,832,000 acres.—Frank M. Gault, pres. state board of agriculture.

## SOUTH DAKOTA.

Pollock, S. D., May 6.—Crop conditions are fine for this time of year. Acreage about same as last year.—DeBoer Implement & Grain Co.



Lake Preston, S. D., Apr. 26.—Crop outlook very favorable.—Co-operative Elvtr. Co., Edward Rozholt, mgr.

Platte, S. D., May 7.—Seeding all done. Small grains looking fine. Farmers starting to plant corn.—Lloyd Elvtr. Co.

Madison, S. D., May 7.—Crops are looking fine but a good rain would be helpful.—T. H. McGowan, agt. Merchants Elvtr. Co.

Riverside, S. D., May 6.—Grain looking good. Corn being planted and soil in good condition.—Farmers Elvtr. Co., Lewis Beyers, mgr.

Crop conditions very favorable. The spring wheat crop is in excellent condition.—The Van Dusen Harrington Co., Minneapolis, Minn.

Madison, S. D., May 6.—Small grain crops looking fine, but a rain would be helpful.—Union Grain & Seed Co., F. H. Sloan, sec'y-treas.

Plana, S. D., May 6.—Crop condition could not be better. Winter rye is in good condition, as is the large acreage of wheat.—Flana Farmers Elvtr. Co., August A. Brorold.

Mellette, S. D., May 7.—Crop conditions are very good. Wheat is up about 4 ins. and stand is very good. There is sufficient moisture for some time.—H. O. Hendrickson, agt. Empire Elvtr. Co.

Morristown, S. D.—Crop prospects are very good. Plenty of moisture to start the grain and an average amount of moisture during the growing season will give a good crop.—A. B. Coutts, agt. Columbia Elvtr. Co.

Milbank, S. D., May 7.—Crop conditions good. Twenty per cent increase in wheat acreage; 20% less in corn; 20% increase in barley; flax and oats normal. Winter rye looks good with increase in acreage.—Bailey Bros., C. B. Bailey, mgr.

Dupree, S. D., May 6.—Seeding, except that of flax, practically done. Winter wheat and fall rye is hurt to some extent. Some farmers are planting barley, speltz and oats on winter wheat ground.—G. R. Lafferty, agt. Geo. C. Bagley Elvtr. Co.

#### TEXAS.

Miami, Tex., May 4.—Crop prospects in our territory are very poor.—U. S. Strader Grain Co., Roy Trowbridge.

Yoakum, Tex., May 7.—Have had fine crops. Grain crops look better than in 5 years.—Merchants Grain Co.

Moody, Tex., May 6.—Wheat looks fine, but drought is damaging oats. Oats are very late and do not look promising.—Howard Carnes Co.

Markham, Tex., May 6.—We have had splendid rains and most farmers have a fine stand of rice. Corn is very fine, but acreage is small.—Markham Warehouse & Elvtr. Co.

Pampa, Tex., May 6.—Wheat crop is not so good as last year and the soil is dry. A large acreage will be abandoned and most of the abandoned acreage will be planted to row crops.—L. C. McMurty Grain Co.

#### WISCONSIN.

Pickett, Wis., May 8.—Grain looks good.—B. Smith, agt. Wisconsin Malt & Grain Co.

Pardeeville, Wis., May 6.—Crops pretty good, excepting clover, which is poor in spots.—H. L. Clark, mgr. T. H. Cochrane Co.

Norwalk, Wis., May 6.—Crops are all seeded but unless we have rains soon they will not grow well. Otherwise weather conditions are favorable.—Haldeman & Walz.

Palmyra, Wis., May 4.—Ten times as much wheat planted this year. Also increased oats and barley acreage, but less of corn. Getting corn land ready. Weather has been a little too cold for crops to do well.—Oscar A. Anderson Lbr. Co.

#### WYOMING.

Torrington, Wyo., Apr. 29.—A large acreage of wheat is being put in.—Torrington Grain Co., Chas. Sampson, mgr.

### Government Crop Report.

Washington, D. C., May 8.—The Crop Reporting Board of the Bureau of Crop Estimates placed the area of winter wheat on May 1 to be harvested at about 36,392,000 acres, or 5,778,000 acres (13.7%) less than the acreage planted last fall and 8,962,000 acres (32.7%) more than the acreage harvested last year.

The average condition of winter wheat on May 1 was 86.4, compared with 78.6 on April 1, 73.2 on May 1, 1917, and 85.7, the average for the past ten years on May 1. A condition of 86.4 per cent on May 1 is indicative of a yield per acre of approximately 15.7 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 15.7 bus. per acre would produce 572,539,000 bus., or 36.9% more than in 1917, 19.1% more than in 1916, and 15.0% less than in 1915.

Details for winter wheat states follow:

State.	Per cent abandoned.	*Acrea remaining to be harvested.	Condition May 1, 1918. Per cent.	Condition May 1, 1917. Per cent.	*Forecast 1918 from May 1 condition. Bus.	*Final estimate, 1917. Bus.
N. Y. ....	15	435 74	79	7,501	8,385	
N. J. ....	6	93 77	83	1,504	1,691	
Pa. ....	5	1,454 79	81	23,203	24,482	
Del. ....	9	133 72	84	1,752	2,162	
Md. ....	5	700 79	83	10,230	11,475	
Va. ....	1	1,448 98	84	20,576	17,920	
W. Va. ....	2	348 92	88	4,995	4,410	
N. C. ....	2	1,155 95	80	13,167	9,765	
S. C. ....	2	265 90	78	3,148	1,838	
Ga. ....	11	381 90	74	4,453	2,074	
Ohio ....	5	2,038 83	83	33,492	41,140	
Ind. ....	1	2,619 96	69	47,771	33,392	
Ill. ....	3	2,524 92	64	44,120	30,400	
Mich. ....	24	715 65	77	9,760	15,210	
Wis. ....	45	62 65	92	947	2,232	
Minn. ....	18	73 80	85	1,256	1,440	
Iowa ....	13	399 83	58	8,114	2,975	
Mo. ....	1	2,846 95	64	45,963	27,540	
S. D. ....	20	131 85	69	2,227	1,680	
Neb. ....	10	2,821 82	60	47,884	7,164	
Kans. ....	29	6,730 84	59	96,104	45,670	
Ky. ....	2	933 101	69	13,381	9,000	
Tenn. ....	2	823 96	64	10,192	4,830	
Ala. ....	3	140 84	76	1,541	930	
Miss. ....	5	34 90	82	533	210	
Texas ....	45	892 56	64	8,092	16,200	
Okla. ....	20	2,611 78	79	29,531	35,650	
Ark. ....	1	285 93	85	3,525	3,360	
Mont. ....	12	682 94	84	16,989	7,865	
Wyo. ....	10	76 92	87	1,853	1,500	
Colo. ....	7	430 92	86	10,286	7,728	
N. Mex. ....	35	176 80	80	3,379	1,340	
Ariz. ....	13	38 80	89	942	825	
Utah ....	2	239 89	90	5,318	3,220	
Nev. ....	1	5 100	94	135	104	
Idaho ....	4	290 98	85	8,242	5,580	
Wash. ....	5	401 90	80	10,285	10,558	
Ore. ....	2	551 98	83	13,067	8,400	
Cal. ....	15	416 81	72	7,076	7,425	
U. S. ....	13.7	36,392	86.4	73.2	572,539	418,070

\*Three 000 omitted.

The average condition of rye on May 1 was 85.8, compared with 85.8 on April 1, 88.8 on May 1, 1917, and 90.2, the average for the past ten years on May 1. The condition May 1 forecast a production of about 82,629,000 bus., compared with 60,145,000, last year's final estimate, and 48,862,000, the 1916 final estimate.

Of spring plowing 77.5% was completed up to May 1, compared with 72.4% on May 1, 1917, and a ten-year average on May 1 of 69.4.

Of spring planting 60.8% was completed up to May 1, compared with 58.7% on May 1, 1917, and a ten-year average on May 1 of 57.5.

A GRAIN ELEVATOR of reinforced concrete and brick construction will be erected at Malmo, Sweden, to have a capacity of 10,000 tons, in connection with extensive harbor improvements costing several million dollars. Pneumatic elevators will unload ships, and the grain will be delivered to cupola by cup belts, and then distributed by conveyor belts and spouts. Automatic scales will be used and grain cleaning machinery will be installed, all driven by electric power. The loading capacity will be 200 tons an hour. The work is being paid for by the city of Malmo, according to U. S. Consular Agent Eugene C. Harter.

### Billion Bushels of Wheat Indicated.

In his crop report dated May 3, P. S. Goodman, of Clement, Curtis & Co., states that measuring by government methods, the total wheat crop prospect is 900,000,000 bus.; measuring the prospect by present conditions, discarding the average of a series of years, there is a suggestion of a billion bushels of wheat, reminiscent of the great crop of 1915.

Winter wheat condition made a gain of 3.8 in the month over the reports of last month, a gain of 7.7 over the low average reported by the Agricultural Bureau on May 1. Last year the April gain on the government figures was 9.8. The winter killing aggregated 12.1% of the acreage, a total of 5,091,000 acres, leaving 37,079,000 acres for harvest.

Spring wheat seeding began early in April and the entire area has been practically completed. There is an indicated increase of 19%, or 3,514,000 acres, making the total acreage 22,027,000.

Reports on oats acreage shows the seeding almost completed. The season, like spring wheat, is advanced. The increase is 4%, or a gain of 1,702,000 acres, making the total 45,274,000 acres. Condition where growth has advanced is reported at 88.3, which is a 10-year average, and on government averages would indicate a crop of 1,480,000,000, and on the basis of last year—condition now being equal to that of last season—it indicates a possible crop of 1,675,000,000 bus., comparing with 1,587,000,000 last year.

Reports on barley acreage show an increase of 5.5, making the total acreage 9,318,000 acres, and suggesting a crop of 220,000,000 bus. on last year's basis.

**Wheat Supplies Appear Ample.**—Despite the small supplies reported by the producer and trade, the wheat market has not shown any serious impairment or shortage; there has been no complaint from the millers of lack of wheat, and the exports maintain a large volume, largely in the form of flour. Conservation in the use has offset whatever hoarding disposition has been shown, and with the new wheat within a month of harvesting in the South, and probably ten days earlier harvest in general, the old crop supplies appear to be ample.

### Crop Conditions in Flathead Valley.

On May 1 the first of a series of crop reports was issued under the direction of W. T. Giese, sup't of the line of elevators owned by Stanley Searce, of Ronan, Mont., on crop conditions in the lower Flathead Valley of western Montana. The Valley is described as forming connecting link between the Bitter Root Valley and the upper Flathead Valley, and in area of agricultural lands, slightly exceeds either of these valleys. The average elevation is 3,000 feet; average rainfall 18 inches.

It is said that the valley proper comprises some 300,000 acres of land divided as follows: 75,000 acres grazing land; 25,000 acres timber land; 200,000 acres agricultural land. One hundred thousand acres of this land is under a government irrigation project, 80,000 acres already being under ditch. It is all divided into farms and farm units, about equally between Indian allotments and homesteads by white citizens. The chief product of this valley at this time is small grains and hay.

It is estimated the area this spring to small grains is 153,000 acres, divided as follows: Winter wheat, 25,000 acres; oats, 4,000 acres; spring wheat, 124,000 acres; hay, 12,000 acres.

The condition of winter wheat is placed at 95%, according to the Montana standard of average production. Spring wheat seeding 80 per cent completed, oats acreage 50% completed. It is too early to make a percentage forecast on spring grain condition, but, owing to the fact that a great deal of this acreage was fall plowed and that the season is a month to six weeks early, the seed bed is in excellent condition and gives promise of an unusually favorable yield. The moisture condition is unusually favorable and germination is going forward under exceedingly favorable conditions.

Wheat production of 3,000,000 bus. is anticipated, and, this being the principal crop, other income will be relatively small.



## Nathan Merriam Is Dead.

Nathan Merriam, dean of the grain trade of that great producing section of which Omaha, Neb., is the head, died at his apartments in that city, April 28, after several months' illness, aged 68.

Mr. Merriam located in Omaha in 1877 when that great metropolis was little more than a thriving village, a way station on the great road into the far west. He foresaw the wonderful development that must come as the country was opened and put under cultivation, but it is doubtful if his wildest flights of fancy rose to the heights of progress he lived to see and in whose working out he was a vital factor.

There was much of the unyielding granite of New England in his character, and to his steadiness and industry Omaha owes much of the progress it has made as a grain concentrating and distributing market.

Before going to Omaha Mr. Merriam lived for one year in Chicago where he engaged in the commission business. In 1873 he located at North Bend, Neb., and bought and shipped grain. He settled in Omaha in 1877, buying the C. W. Lyman interest in the Union elevator, taking in P. C. Himebaugh, and carrying on the business alone after Mr. Himebaugh's death.

Still later he was instrumental in organizing the Merriam & Millard Elevator Co., with Barton Millard, as vice president, serving, also, as president of the Merriam Commission Co.

He was a big and active factor in the grain trade of the west, being energetic and progressive. He was one of the founders of the Omaha Grain Exchange.

In 1876 he was married to Miss Alice T. Gale, of Plattsburgh, Vt., who with two daughters, survives him.

## One Benefit of the War.

In the past our institutional life has been national. In the future our psychology must be international. And yet, recognizing this international point of view and assuming what we will concerning the extent to which the after-the-war situation will be filled with universal brotherhoods and world charity and international amiability, it is almost certain that the particular big thing the war will develop is the spirit of nationality—extreme nationality—a nationality which must be considered as an element in our foreign trade problems.

The world will go on much as it did before—a somewhat sordid world. But American government and American business no longer will stand apart and glare at each other. The miracle which has welded our millions of people into one great war machine also will have taught us the value of co-ordinated effort.—G. A. O'Reilly, Foreign Trade Representative Irving National Bank.

## The Silver Anniversary of the Illinois Ass'n.

Patriotism will be the predominating and about the only note at the big Illinois convention of grain men to be held in Chicago May 21 and 22, with headquarters at the La Salle Hotel. A tentative program has been issued by the Illinois Grain Dealers Ass'n.

How and what is being done will be told by men having part in many phases of war work, from selling war stamps to etiquette in the trenches in France, as Corp. Nightengale will relate from personal experience. The program as it now stands includes these features:

### Tuesday, May 21, 9:30 A. M.

Invocation—Bishop Fallows, of Chicago. Address of Welcome—A. S. White, president Chicago Board of Trade.

Response for the Ass'n—Victor Dewein, ex-president I. G. D. A., Warrensburg.

President's Annual Address—J. H. McCune, Ipava.

Secretary's Annual Report—W. E. Culbertson, Decatur.

Treasurer's Annual Report—Wm. Murray, Champaign.

Report of Finance Com'te—Harry Allen, Chairman, Broadlands.

Address—"How Uncle Sam Spends His Money," Capt. Frank C. Russell, Q. M. R. C., U. S. Army. (Connected with the Chicago Sub-Treasury for 18 years.)

### Tuesday, May 21, 1:30 P. M.

Address—Brigadier General Frank S. Dickson, Chief Staff, Adjutant General of Illinois.

Round Table Discussion—Presided over by Attorney Wm. R. Bach.

Address—Hon. Julius H. Barnes, President Food Administration Grain Corporation.

Executive Com'te Report—E. M. Wayne, Delavan.

Arbitration Com'te Report—H. A. Hillmer, Freeport.

Claims Com'te Report—Thurman E. Hamman, Milmine.

Scales Com'te Report—Geo. W. Walker, Gibson City.

Traffic Com'te Report—John McHenry, Springfield.

Legislative Com'te Report—G. P. Harris, Auburn.

Crop Reporting Com'te Report—H. I. Baldwin, Decatur.

Membership Com'te Report—B. L. Christy, Viola.

Address—(Speaker to be supplied by com'te on War Savings Stamps campaign).

### Wednesday, May 22, 9:30 A. M.

Address—"Sixty Million Bond Issue for Good Roads," Hon. Richard R. Meents, member 50th General Assembly.

Report of resolutions com'te.

Report of nominating com'te.

Election of officers.

New business.

(An effort will be made to adjourn by noon Wednesday.)

## ENTERTAINMENT.

Wednesday afternoon is set aside for a trip for all to the Great Lakes Naval Training Station as guests of the Board of Trade of Chicago. A special train over the Chicago & North Western will leave at 2:15 p. m., arriving at the station at about 3 o'clock.

Time has been set aside for visiting the station and inspecting its many departments. At the proper time the visitors will partake of Jackie's mess. During the afternoon the Jackies will entertain their visitors with various stunts, the exact nature of which will be disclosed when they are "pulled."

A train for Chicago will leave at 7:30, reaching the city in time for those who desire to attend the theaters.

## BANQUET, TUESDAY EVENING, MAY 21.

This is tendered by the Chicago Board of Trade to the men visitors, and here the only note sounded or allowed to be sounded will be 100 percent patriotic.

The banquet will be in the La Salle Hotel and will start at 7 p. m.

An excellent program of entertainment is being arranged by the com'te having this matter in charge.



Nathan Merriam, Deceased, Omaha, Neb.



## 100,000 Bu. Concrete Elevator at West Point, Ind.

The Crabbs Reynolds Taylor Co., of Crawfordsville, Ind., who operate modern elevators at a number of the best stations in the Hoosier State, have unfortunately suffered a number of losses by fire. Several years ago they built a large seed warehouse of reinforced concrete at Crawfordsville and later a 60,000 bu. concrete elevator at Wingate and last year they undertook to improve upon their previous efforts by building a 100,000 bu. reinforced concrete elevator at West Point, a station on the Wabash about 12 miles west of Lafayette. This plant takes the place of two old wood elevators and is equipped to receive 25,000 bus. of grain per day if needed. Its white walls outside and inside give a very pleasing effect to the elevator man who desires to keep his house clean.

The main building is 36x56, 114 ft. from boot pit to top of stair shaft. Adjoining the elevator on the east and extending almost to the office is a one story reinforced concrete building, 24x90 ft., divided into two rooms, one for the power plant and the other being used for storing feed. Both are well lighted and the feed department is provided with four roof ventilators.

THE ENGINE ROOM contains a 60 h. p. Muncie Oil Engine, a large boiler for softening the water used in cooling the cylinder of the engine and a pump. Under the driveway has been constructed a two-compartment cistern of 10,000 gals. capacity, which will receive rain water from the roof of the buildings thru a cloth and gravel filter, into one division of the cistern. The receiving compartment is separated from the storage compartment by a brick wall, thru which the water filters to the other compartment, so that absolutely filtered soft water is pumped into the water jacket of the engine. The purpose is to prevent the water jacket being coated with lime, and the circulation of water thru the jacket stopped. If the plant should run short of soft water and be compelled to use well water, which is impregnated with lime and magnesia, it will first be pumped into the tank and heated by a small steam heater to a temperature of 140°. When at this temperature it will be mixed with a certain amount of water softener, which neutralizes the lime and magnesia, and thus a fresh supply of soft water is obtained for the water jackets. This tank



At right, N. B. Ford, mgr.; at left, B. J. Doland, office ass't; in center, Wm. A. Bradley and Earl Bradley, operators of elevator.

is also so arranged as to supply water to the workmen for washing. The filtered water is pumped from the cistern, forced thru the water jacket around the cylinder and from there to the water cooler on the outside of the engine room. From the cooler it runs back to the filter practically cool. A thermometer is provided on the engine cylinder, so as to guard against water being used which has a temperature in excess of 90°, 60° being preferable.

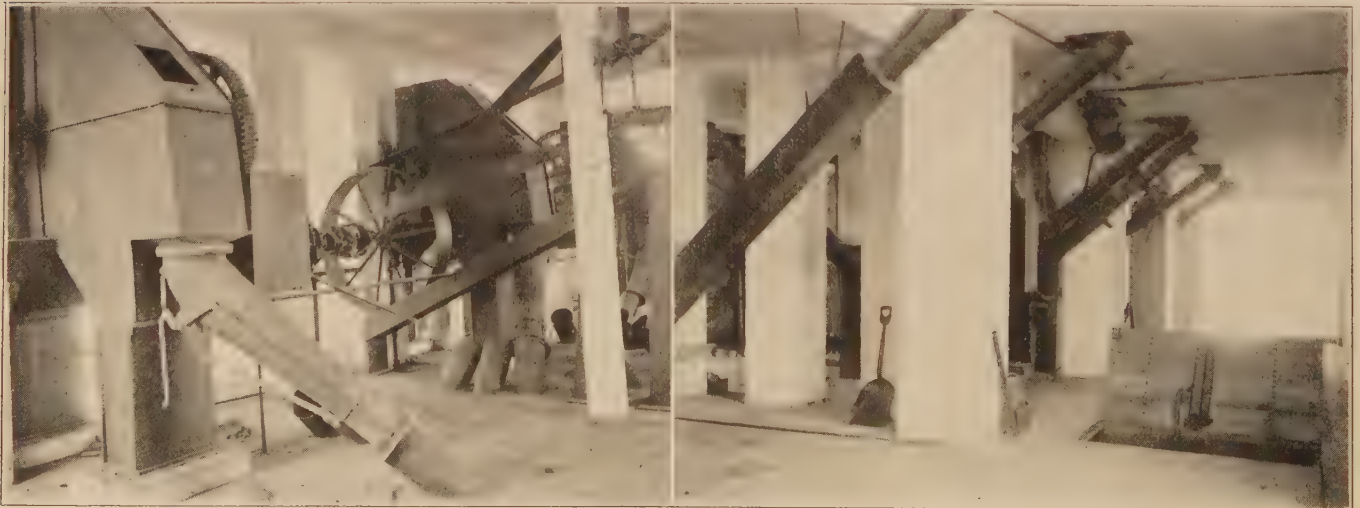
An air pressure tank is provided to assist in starting the engine and in generating gas. The steps leading down to the engine room are of concrete. Crude oil for operating the engine is stored 60 ft. away in an underground tank of two carloads capacity.

THE BASEMENT is 17 ft. 10 ins. from bottom of boot pit to first floor. It contains the boots of the three large legs, a No. 12 Western Sheller, a Weller Car Puller and three Weller Friction Clutches. All of the boots were supplied by the Wolf Co., and are of special design

The principal features of the boots being that they have collar oiling bearings and dust proof cover, as well as a rigid cast iron frame to brace the sides of the boot. The legs are equipped with 7x14 in. buckets. Two of them can be used for either receiving or shipping. The other is used for removing corn from sheller. The one small leg which is used for handling feed, is equipped with 6x4 in. buckets.

THE FIRST story has a 11 ft. 6 in. ceiling and is joined with the driveway to form a large working story. The driveway is equipped with three Weller dumps having McMillin Oil Dump Controllers to prevent jarring. One dump is used for ear corn and the other two for small grain.

Each dump door is equipped with an opening device designed by the Crabbs Reynolds Taylor Co. It consists of a cranked shaft two inches in diameter, one end of the outer crank being attached to dump door by a cam shaft roller. The other end extends into the basement,



Elevator Heads.

The Crabbs-Reynolds-Taylor Co.'s Elevator at West Point, Ind.

The Driveway and First Story.



where a 50-inch sprocket is attached to one end of it. A sprocket chain passing around the sprocket is attached to a heavy weight which acts as a counterweight for the dump door. When the operator takes hold of the hand ring of door and raises it, the weight descends and helps to raise the door. When the door is being closed the counterweight prevents its being slammed and insures its being closed gently. The users of the device are much pleased with it, as it affords great relief for lame backs and that tired feeling which usually approaches the driveway man after about 50 loads have been dumped.

The doors at the ends of the driveway are of the curtain type, operated by chains.

On the first floor is a Fairbanks dormant scale and a No. 8 Bowsher Combination Mill, also a Richardson Automatic Scale. All spouting on the first floor is of heavy sheet iron, while the leg casings thru the bins and first floor and also thru cupola is of reinforced concrete. All spouting in basement and cupola is of wood, lined and covered with sheet iron.

THE BIN STORY is formed of 17 large hoppers and 3 small bins, all being closed with heavy iron doors and equipped with ladders.

The cleaner floor of cupola is 10 ft. 6 ins. This story is equipped with a No. 31 Western Gyration Cleaner and a No. 31 Cyclone Dust Collector.

The distributing story has a 10 ft. 6 in ceiling, and is equipped with a dust proof Reynolds Distributing Spout furnished by the Wolf Co.

The top floor of cupola contains three elevator heads, each equipped with a Reynolds distributor that will deliver grain to anyone of eight spouts. Power is transmitted to a 2 15/16 in. line shaft in the top story by means of a 10 in. rubber belt. Each head may be thrown out by a friction clutch. All gears and belting, as well as all moving machinery thruout the plant are guarded by 1 1/4 in. iron piping or heavy sheet iron.

The roof of the plant is formed of tile covered with cement and then given a coating of tar. The stairway and open doorway on top of building gives easy access to the roof from which one may obtain a view of distant villages on a clear day. The roof of cupola, like the

roof of the feed warehouse, is provided with 4-24 in. ventilators.

The steel spiral stairs, with cement slab steps, has easy risers from basement to top story of cupola. A manlift of late design affords easy access to all floors. Rubber belting of different grades and kinds are used thruout the plant.

The large stack beside the dust house outside the elevator was purposely made larger than usual, so as to reduce the noise of the engine exhaust and insure against frightening horses.

Beside the elevator is a large dust house of reinforced concrete, having a ventilator in its roof. On the west side of the elevator is a square cob burner, built of reinforced concrete and lined with brick. As the cobs are burned, the ashes are shoveled into a small reinforced concrete house immediately adjoining, wherein they are protected from the elements.

The office is also of reinforced concrete and provided with a covered scale platform. It is equipped with every labor saving device known to the accountant, including a five-ton germination tester and two-flask moisture tester, cash register, a Burroughs Adding machine, telephones, a typewriter, a safe, ample desk room for the accommodation of the accountant and a ticket passer. In the driveway is a bulletin board, where prices of commodities bought and sold are posted daily.

Four men are employed in operating the elevator and caring for the business of the station, and needless to say they are delighted with their new up-to-the-minute fireproof plant.

## Ferger Grain Co. Indicted for Rebating.

The Ferger Grain Co., of Cincinnati, O., was indicted Apr. 30 on 20 counts, 10 charging fraudulent claims for the elevation allowance of 1/4 cent per bushel on grain not actually elevated.

Two claims for the elevation allowance were presented for the same car.

In 9 counts the company is charged with obtaining rebates by representing that 8 shipments of grain and one of hay had passed thru its transit house at Cincinnati, and were entitled to thru rates, when in fact they were subject to local rates.

## Routing According to Contract.

In a decision later affirmed by the executive comite of the Texas Grain Dealers Ass'n, the Arbitration Com'ite, composed of R. I. Merrill, W. W. Early and A. B. Cowan ruled in favor of I. A. Mabry, of Ft. Worth, Tex., plaintiff, and against the McGregor Milling & Grain Co., of McGregor, Tex., defendant, for failure to accept 3,000 bus. of oats on contract.

Confirmation of the plaintiff, reads as follows: "This confirms sale to you today as per phone Mr. E. W. Crouch about 5,000 bushels 3 white oats at 81 1/4c per bushel basis delivered group three, shipment first half of August, 1917, sellers option official weights and official grades to be billed as follows: to McGregor via Santa Fe." Confirmation of the defendant as follows: "We confirm purchase by phone last nite of you as follows: five thousand bushels 3 white oats at 81 1/4c per bushel basis group three, to be shipped first half August as follows: McGregor, Santa Fe billing, official weights and grades to be final, terms, D. D. B/L."

The plaintiff tendered oats shipped from St. Louis via Wabash and Santa Fe at Lexington Junction, Mo. The defendant rejected the oats, claiming they were not shipped or routed according to contract. Plaintiff contends that since the shipment was made to arrive in McGregor via the Santa Fe that the shipment and routing was according to contract.

The defendant having rejected the oats the plaintiff claims damages for fifteen cents per bushel, being the market difference at the time the defendant breached the contract.

The com'ite is of the opinion that shipment by the plaintiff which was tendered the defendant and which was rejected by them, was in compliance with the terms of the contract and that the defendant by rejecting the oats breached their contract. The com'ite finds that 15c per bushel is the reasonable market difference at the time the contract was breached and therefore find for the plaintiff for \$441.28, being 15c per bushel on 2,941.875 bushels, and since we have decided that the McGregor Milling & Grain Co. unjustly rejected the oats, the protest fees are naturally chargeable to the defendant, amounting to \$2.30, which we include in this award, therefore we hereby order that the defendant promptly pay to the sec'y, H. B. Dorsey, at Fort Worth, Tex., \$443.58, the amount of this award, and the sec'y is instructed to return the plaintiff his deposit fee in this case.

THE GRAIN DEALERS JOURNAL is a mighty fine publication.—H. A. Davidson, Lubbock, Tex.

WE WOULD not like to be without the Grain Dealers Journal.—Farmers Exchange & Elvtr. Co., Talladega, Ala.



The Crabbs-Reynolds-Taylor Co.'s 100,000-bu. Reinforced Concrete Elevator at West Point, Ind.



# Cause of Fires in Elevator Legs

By THOS. F. HALL

In 1900 and in 1901 a most interesting discussion was carried on in a trade journal on the subject of "Fires in Elevator Legs." I have seen nothing since so well written on the subject, or written by correspondents so well informed.

It was participated in by an insurance inspector, a miller, the editor of the Journal and others, and was continued over a period of months. I take the liberty to quote a few extracts from that discussion.

G. W. Gill, an insurance inspector, wrote:

In short, the friction of elevator head gearing caused by the stopping of the cup belt, whether caused by the choking of the leg, or other cause, has STARTED MORE FIRES, in all probability, than ANY ONE SINGLE CAUSE.

Here, then will be found a cause for many, PERHAPS THE MAJORITY OF THE FIRES IN COUNTRY ELEVATORS NOT OTHERWISE EXPLAINED OR EXPLAINABLE.

In case of choking, the head pulley continues to revolve while the bucket belt remains stationary. This generates an intense heat which ignites the belt and surrounding litter of strings, rags, lint and dust almost invariably found clinging to the interior walls of heads, legs and boots. These burning particles fall down the leg casing and ignite the leg from cupola to pit. It is impossible to determine where the fire has originated and is located as it appears at the boot and head of the leg, at the same time, and may not appear for some hours after the plant has been closed down, as often the fire exists in a smoldering condition until a draft is developed sufficient to fan it into a blaze. The total destruction of the plant may result, and the old story is retold—"CAUSE OF FIRE UNKNOWN."

This writer summed up his argument in the following words:

"The chief cause, the dangerous feature, IS THE CHOKING OF THE LEG."

The Editor wrote as follows:

It is probably safe to say that there is not in all the vast list of machinery in use for various purposes a single piece, or part that possesses, approximately, the same dangerous elements as the ordinary grain elevator leg. The cup belt, the elevator head, and the boot pulleys are all cased in out of sight, and the leg at any moment when elevating is liable to choke up and silently stop.

When a leg chokes it always has a loaded belt, which together with the strain of the belt on the head pulleys, POSSESSES A WEIGHT OF TONS; and the continuous revolving of the head pulley causes a friction between the cup belt and head pulley, or in the friction clutch or wheels that very quickly ignites the interior of the head. The head casing is always lined inside with bag strings, lint, bits of cloth, etc., carried there with the grain. It is not an uncommon thing to find bushels of these substances clinging to splinters, sheet iron corners and pulley arms. These when burning drop down inside the leg and set fire to the structure from cupola to basement, and it is impossible from general appearances to tell where or how the fire originated. Men who have the care of legs DO NOT REPORT THAT THEY WERE NEGLIGENT and permitted the leg to choke with such disastrous results. The fire is reported as started from "unknown causes."

Chokes are most liable to occur when the plant is being rushed and when the house can least afford to have delays, belts damaged and cups destroyed.

Fred C. Blodgett, then superintendent of the Pillsbury Elevator, Minneapolis, wrote,

I am convinced that but few elevator owners appreciate the dangers lurking in the elevator legs, and I think the agitation now going on should be persisted in until the situation is fully understood and remedy applied.

A leg may be watched for ten minutes to make sure the load is not too heavy, and

then in ten minutes thereafter it may choke and burn the plant.

One may search the country through and not find another piece of machinery that matches the elevator leg for mischief. Other machines may stop, but their stoppage is not fraught with the same disastrous consequences. As has been repeatedly stated by writers, the cup belt is encased out of sight in a wood casing, and the head and boot pulleys have a clearance of about one inch on either side, and therefore it cannot leave the pulleys, as it would do if in the open, in case of slippage. The belt must remain squarely on the face of the pulleys until burned off, if not relieved by stopping the machinery.

IN MY OPINION THE LEGS OF AN ELEVATOR CAUSE MORE TROUBLE IN OPERATING A PLANT, CREATE, DIRECTLY AND INDIRECTLY, MORE EXPENSE IN REPAIRS AND CAUSE MORE FIRES THAN ALL OTHER THINGS AND CONDITIONS WITHIN ITS FOUR WALLS.

I am thoroly impressed with the importance of this subject, and if I can contribute the least mite toward the correction of the destructive elevator leg, which I am convinced will save the country at large millions of dollars annually when fully accomplished, I will feel that I have done something worthy.

CHOKES.—There was one opinion held by the participants in the discussion. This opinion is clearly expressed by Mr. Blodgett in these words, that "CHOKES CAUSE MORE FIRES THAN ALL OTHER THINGS AND CONDITIONS WITHIN ITS (ELEVATORS) FOUR WALLS."

The only hope entertained was that in the future possibly a non-chokable leg might be invented. Which hope seemed at that time, however, to be desperate and forelorn. Since that time the subject of chokes has lost interest, apparently through its hopelessness, yet a non-chokable leg has been invented. Unfortunately, however, perhaps through lack of enterprise on the part of the inventor, or the manufacturer, or perhaps through lack of study and research into the actual origin of fires in elevator legs by the present owners, the subject apparently has been dropped. The reason probably is that insurance companies are not unanimous now as they then were in the opinion that the actual cause of fires in elevator legs is really a CHOKE.

There are two ways by which fires may be accidentally and unintentionally started in elevator legs and perhaps only two. SPONTANEOUS COMBUSTION AND FRICTION. I will briefly refer to friction, because spontaneous combustion invites a different line of thought.

FRICTION.—There are four PLACES where friction may occur:

1st—By the revolving boot shaft in its boxes.

2nd—By the revolving head shaft in its boxes.

3rd—By the edges of the bucket belt rubbing the sides of the leg.

4th—By the bucket belt slipping on the face of the head pulley.

FRICTION OF THE BOOT: The possibility of fire being started from the first enumerated cause, friction of the boot shaft in its boxes, is very remote. The pulley is an idler, doing no unusual frictional work. It is simply a guide for the bucket belt. The boxes are of metal, attached to the metal frame work of the boot. The take up screws may at times be screwed down hard and tight, causing a strain on the belt and the cap to the boxes. But as the belt does not function

properly when this pulley is screwed down too hard, this strain in practice is necessarily temporary and of little consequence.

The friction is on the upper side of the box, or on the cap. This friction automatically becomes less and less and relieves itself as the belt adjusts itself to this strain and as the loaded buckets straighten out and stretch the belt. This stretching is constant and continuous, the strain less and less.

I have seen a boot shaft taken out of an old elevator that had been running some twenty years in babbitt boxes. Possibly the shaft (as is usual in common boots) had run ten of those years without oil. Its journal ends were polished bright, but neither shaft or boxes were injured. There appears no sound reason for supposing that a boot shaft ever caused friction enough or caused it long enough to heat the boxes hot enough to start a fire from melted babbitt or from the oily surrounding substances.

FRICTION OF THE HEAD SHAFT in its boxes. There is undoubtedly friction here. Much weight rests on this shaft. It is not always properly oiled. But unless the shaft is too light and springs out of line, the friction should not be serious, because the boxes are mostly exposed and the shaft itself is slow running; 30 to 40 r. p. m. covers the usual range, according to the size of the head pulley. A proper size head shaft (none other should be allowed) with ring, or chain oiling boxes, would reduce the liability of fire to practically zero, or to the usual risks of other machinery boxes, depending upon the speed and pressure.

FRICTION FROM ELEVATOR LEG belts rubbing against the sides of the boot and leg. Belt and pulleys are familiar to every one in this mechanical era. There is nothing peculiar in the environment by their use in elevator legs. A good belt that keeps its shape, running over two pulleys in perfect alignment, can hardly be induced (except by most violent means) to leave those pulleys. Running water shaping a true course to the sea, or sparks flying upward, are not truer to their nature; the facts are not more observable than the unyielding tenacity of a true running belt, to stay and to stick to the center of the faces of its pulleys. It is a difficult job to get it to budge a fraction of an inch from its true course.

This is elemental knowledge. Any one who has tried to get a belt off from pulleys under such conditions knows the task before him. Belts, however, cannot perform impossibilities. A crooked belt, or one unevenly stretched, cannot run straight, it must run crooked. If pulleys are out of alignment, belts (to be true to nature) must follow suit. Nevertheless if the cup belt runs off its pulley and rubs against the sides of a wooden head or leg, it becomes a source of danger. It first practically ruins the belt (a costly fabrication) before it becomes liable to start a fire. Common economy therefore, ordinary prudence and care of property usually compels an operator to keep his belt where it should be if he can, knowing that he must be the first loser before the insurance company can become involved. Besides this, the cup belt is constantly in his sight.

I have now glanced perhaps too briefly over what I consider the comparatively minor instances which I have enumerated of the causes of fire in elevator legs. I now come to the fourth and last.

You who have sorrows over the cause of your losses by fire, or over the saddening sight of your property in ashes,



prepare to feel them now. We are to consider the cause of fires by

**SLIPPAGE OF THE CUP BELT ON THE HEAD PULLEY.** When we were reviewing the possibilities and confronted by the improbabilities of the foregoing instances of the cause of fires, we were rocked and heaved more or less unsteady because we were on comparatively unstable foundations. We were guessing, hoping and fearing largely. Now we are to talk of something that is as inexorable as fate or death and swifter far than thought or justice. We are to deal in known facts. Facts palpable, undeniable, unavoidable, inescapable. I shall be unable to describe them with the intelligence and clearness of the writers from whom I have quoted, but I may bring to bear and allude to some matters which were non-existent in their day.

A head pulley that may be from 36 to 96 inches in diameter has resting upon it practically the same weight as has the bearings of its shaft, which may be but four inches in diameter, the bearings supposedly revolving in oil. Suppose now for illustration that the bucket belt on this equipment should become choked and locked fast, so that the pulley would be revolving in what may be properly called a dry rubber bearing. Can there be any doubt as to which of the two places (the shaft surface or the pulley surface) would cause the most friction?

But let us go further in illustration. Suppose instead of this four-inch shaft revolving in a babbitt box filled with oil we should remove the box and key onto the end of the shaft a duplicate of the head bucket pulley, and substitute this duplicate pulley for the shaft bearing (an extravagant absurd illustration, I will admit.) But let us proceed and provide a large babbitt journal box around the surface of this bearing pulley, which bearing pulley now in this illustration becomes a journal bearing on the end of the shaft. We will use no oil in this bearing. We now have two pulleys of the same size on the head shaft. One of them, the one on the end of the shaft running in a large fixed dry **BABBITT BELT**. The other, the bucket pulley, in a fixed dry **RUBBER BELT**. Which now would be the most likely to start a fire?

Let any woman answer who puts on her rubbers when the sidewalks are slippery. There can be but one answer, even to this question. The cup belt would

start a fire before the journal box would get warm.

Let us be candid in the face of facts. In the early days electricity was manufactured by friction. Could a more perfect apparatus be constructed for producing friction (if nothing else was considered) than this revolving smooth faced iron pulley in a fixed rubber belt covering 180 degrees of its surface held in place by the "weight of tons?"

Is it a part of wisdom to ignore this indisputable fact and endeavor to locate the cause of fires in the idler pulley of the boot?

But it may be said that the bucket belt is not supposed to be fixed, fastened or held in place while the head pulley is revolving. The supposition is wrong. It is supposed to do that very thing, to be in that very condition in every elevator at any time, at any moment on any day. Everything about an elevator, even the insurance premiums on the structure and contents, are based upon the certain knowledge that the bucket belt may become fixed at any moment and set the elevator on fire.

The correspondents referred to thought at that time that if this liability for friction on the head pulley could be eliminated it would be a desirability devoutly to be wished.

**CUP BELTS SLIP** from two causes only. Very simple problems to consider. First an overload, and second a choke.

An overload only occurs in a high elevator when the head pulley is not lagged. Lagging the head pulley is a certain remedy for overloads.

A modern, non-chokable leg absolutely eliminates the second cause. With these two safety provisions applied, a fire originating in an elevator leg will seldom if ever occur.

The manufacturers of modern, non-chokable legs install them, with a guarantee against a choke. It would seem therefore that such a guaranty automatically carried with it a perpetual paid up fire insurance policy against a fire originating in an elevator leg. For it will be seen that there can be no other cause existing other than such causes as apply to all other buildings.

These two simple provisions therefore annihilate an insidious foe who has taken away, in his insatiable maw, millions of valuable property and laid many a grain elevator in ashes.

## A Convenient Driveway.

In order that a driveway of an elevator may measure up to the requirements that are necessary if it is to be considered convenient it must be one that renders satisfactory service both to the owner of the plant and to the owner's customers, and it may be said that no other portion of the plant is visited more frequently by those who have business in the elevator. With the exception of the office, it is the only part of the plant with which customers become intimately acquainted. Other things being equal, it is but natural to expect that the farmers of a community will prefer to do business at the elevator which has the most convenient driveway, and for this reason it may be that the driveway will become an asset or a liability, according to whether its construction and arrangement is such as to make it convenient or the reverse.

The photograph reproduced herewith shows the driveway of Renkes Bros., at Morrison, Ill. It has the desirable features and the idea is worthy of adoption by owners who can apply it to a plant already in service, or to one yet to be built.

The office stands at the right hand side of the picture, only one corner of it being shown; the elevator is at the left; and the feed room is in the background. The customer drives in thru the door in the foreground, and if he has grain to be dumped he stops on the dump scale, the beam of which is inside the office. If his needs are to be supplied at the feed room he continues onward to one of the doors of that room. A turn to the driver's right permits him to pass out thru the single exit. The entire driveway is roofed, so that it is protected from the elements, and all of the floor is of concrete except that portion immediately over the dump. It can be (and is) kept perfectly clean. The flexible loading spout shown is for use in loading grain into wagons from one of the bins in the elevator. A sliding door at one end of the driveway and a gate at the other provide the means for closing it against trespassers at night.

The arrangement of the buildings comprising this plant is one which well may be described as compact, for no ground space is wasted and it is not necessary that a great number of useless steps be taken by the employees in doing their work. From office to elevator or to feed room the distance is as short as it is possible to make it, which not only contributes to convenience and satisfaction, but which are actual aids to the greater efficiency of the plant, of its owners and of the men who operate it. It stands out sharply in contrast with the majority of country elevators because its ordered arrangement is so much better than the usual haphazard appearance.

## Panhandle Dealers to Meet.

The 4th annual convention of the Panhandle Grain Dealers Ass'n will be held in Amarillo, Tex., May 20. The announcement sent out by Sec'y Eugene S. Blasdel, of Amarillo, asks for a record attendance, and calls attention to the fact that the Panhandle is coming to be one of the most important grain producing sections of the state.

A feature of the convention will be a series of 1-minute crop reports by those present. This has been an interesting part of the programs at previous conventions. Amarillo dealers are to entertain the visiting dealers.



Convenient Driveway at Elevator of Renkes Bros., Morrison, Ill.



## Elevator Observations.

BY TRAVELER.

ABANDONED elevators, plants that have served their usefulness and now are but a roosting place for hoboos and other birds, may at any time prove expensive to their communities when a fire which starts in one of them spreads thru the town before it can be extinguished. It is far better to wreck them and to use the material for some helpful purpose. They are always an eye-sore; and an observer sees far too many of them.

A BOTTLE (of water) hangs beside each of the chemical fire extinguishers in the plant of Ed Conlin, at De Kalb, Ill. He observes the bottle carefully each day when the weather begins to make him think of ice; and when the water in the bottle shows signs of congealing he takes the fire extinguisher to the office where it is warm. Not a cure all, and by no means so good as barrels of salt water or metal containers filled with a solution of calcium chloride, but a lot better than finding the extinguisher frozen and useless just when it is most needed.

WHY ADVERTISE some other man's business on the elevator? I saw one to-day at Flagg, Ill. Did not stop, so I do not know whose plant it is, but it appears that the owner believes quite strongly in the merits of a certain brand of food products that are named after a well known nut. No doubt the food manufacturer furnished the paint required to cover the house and paid for the labor of applying it in return for the privilege of putting the sign on it, and that's one way of getting the elevator painted; but if it is worth that much to the maker of the food product to have his name on another man's property it is worth even more, to the owner of the house to have his name there.

SCALE WINDOWS have ever been a source of trouble to the country elevator owner, for the reason that while it is desirable and well nigh necessary that a window be provided immediately in front of the scale beam in order that the farmer may observe the weighing of his load it is almost impossible to build the frame for a window so as to make it weather tight and still to provide for the sliding of the sash horizontally to give an opening thru which the weigher may communicate with the farmer. E. A. Tappan, of Belle Plaine, Ia., has solved the problem in a very simple manner. He has had the sash inserted in the frame rigidly so that it will remain weather proof and one of the small panes has been cut out and hung upon hinges to permit it to swing like a door, the lock to keep it closed being inside. Now it only is necessary to turn the catch and open the pane to make an opening thru which to hand the farmer his ticket, while at other times it can be kept locked.

CONFRONTED with the need for a manlift in his elevator, but with no place inside the house where it could be installed, Ed Conlin, of De Kalb, Ill., solved the problem by building an outside manlift shaft which is located with respect to the other portions of the plant as shown in Fig. 2 herewith. This plan might well be adopted by other owners who need a manlift, but who do not have room for it; and it is possible that some may wish to

make similar provision for a lift in building a new house. Mr. Conlin is well pleased with the arrangement, as it obviates the necessity for an open shaft from work floor to cupola, thus giving added bin room, and eliminating passage way for drafts which would assist in spreading fire should a blaze start. The shaft is entirely outside the walls of the elevator proper, and has no connecting door on the ground floor, but on the cupola floor an opening is provided thru which the operator steps from the lift into the elevator. The shaft is entered at the bottom thru an opening which is fitted with a door that is kept locked when the plant is closed, the operator stepping thru this door directly onto the lift.

THE MOISTURE TESTER is an instrument that the country elevator man needs to enable him to grade grain correctly and intelligently; but he uses it only at infrequent intervals. And between those intervals the machine may be found in some out of the way corner with a collection of junk of various kinds piled on top of and around it. At least that is the case in the majority of elevators and elevator offices. And when the machine is needed it is expected to give results that will compare favorably with those ascertained by the use of a machine that is treated with great care at all times. This is not fair to the tester, nor is it good business sense on the part of the one who is in charge of the elevator. If, because of the ill treatment it has received, the tester fails to tell the truth about the grain that is "cooked" in it a loss far greater than the cost of keeping the machine clean may easily result. It may be taken for granted that this Observation was inspired by something that was seen at a country elevator. This particular fellow out in Iowa is only one of a great number. Let's all stop the practice and then more cars will grade right at terminal markets.

THE ELEVATOR of Renkes Bros., at Morrison, Ill., is one of the most complete and best equipped country grain handling plants that it has been my pleasure to examine, but it has one objectionable feature; and for the benefit of those who will build in the future I shall describe that feature so that other operators may be spared the trouble and annoyance which Renkes Bros. experience daily. The plant is of reinforced concrete, and grain is conveyed from the dumps to the boot by a belt conveyor of the ordinary type. The arrangement of the conveyor with respect to the dump sink and the boot is shown in Fig. 1 herewith. That portion of the conveyor which is immediately beneath the dump hoppers travels in a concrete tunnel and the grain is fed to the belt thru a steel spout (marked "Feed" in the drawing) that is located above the center of the belt. It will be understood that the belt must pass over a pulley at the end of the tunnel farthest from the boot, and that, in doing so, it must be permitted to flatten itself; a fact which makes it necessary that there be no guide or cupping pulleys on a portion of the belt at the back end of the tunnel. Due to faulty design, the first set of guide pulleys was placed too near the point where the grain is fed onto the belt, and some of the grain is constantly falling onto the belt at a place where the belt is too flat to retain it, the result being that an occasional grain jumps off the belt to the floor of the tunnel and soon there is quite a pile of grain on the floor. That means lost grain, dirty grain, mixed grain, and a host of other annoying things. Every owner who plans to install a belt conveyor should make certain that he is getting an installation that will not give him trouble. Be sure the belt is cupped sufficiently at the point where it receives the grain.

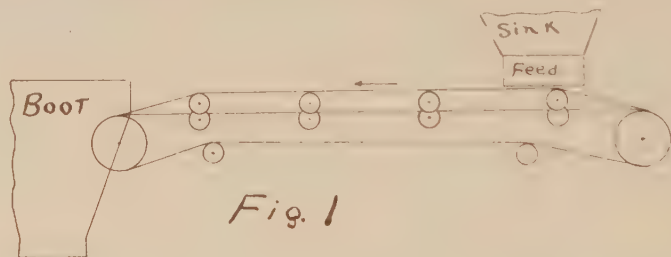


Fig. 1—Conveyor Belt Which Spills. Fig. 2—Manlift Shaft Outside Elevator.



### A School for Elevator Agents.

A com'te of the Northwest Grain Dealers Ass'n, Winnipeg, Man., is organizing a school of instruction for elevator agents to offer a course to returned soldiers. An expert lecturer has been engaged, and practical demonstrations will be given in operating scales and gas engines, as well as lessons in accounting and grain grading.

### Reports From Non-Clearing Members Postponed.

L. G. Nutt, supervising agent of the Internal Revenue Department at Chicago, has advised John R. Mauff, sec'y of the Chicago Board of Trade, that:

As the forms of record and monthly returns which are to be used exclusively by the non-clearing members of your Board have not been promulgated by the Department, these members will not be called upon to comply with the provisions of the ruling in question, until this office is advised as to the form of record to be used and receives its supply of the form of monthly returns.

However, the members concerned, must preserve, in good shape, their trading cards so that the records and return can be readily made up by them when called upon to do so.

In regard to salaried employees: Only such employe who makes purchases or sale and has them cleared, carried or adjusted through a member of your Exchange other than his employer, shall keep the record and make the monthly return prescribed.

### Bennett and the Board Upheld by Landis.

Wm. Lanyon of St. Louis, Mo., who was short May wheat for delivery on the Chicago Board of Trade and resisted settlement on the basis of the price the last day as provided by the rules of the Board, has lost his suit against the Chicago Board of Trade and his brokers, James E. Bennett & Co., Judge Landis having ordered the suit dismissed at the cost of Lanyon.

The price of the May the last day was about \$1.04½, and cash wheat was selling around 92 cents on the sample tables.

The decision goes a long way toward settling what has been a mooted point among lawyers. It establishes that a defaulting seller must settle at the average market price on the day of the maturity of the contract, even when the price is largely variant from the price on the sample tables or on other markets. It permits the penalizing of the short seller.

### Mechanical Sidelights.

Shelling corn in the elevator and shelling trenches in France require vastly different equipment.

A turnedhead in the army is not the same thing as a turnhead in an elevator.

Gen. Pershing is developing a crusher in France, but they long have been used in the elevator.

Funny isn't it: The Kaiser clutches at victory and peace to stop something, but the elevator man uses the clutch to keep things humming.

Hangers stay with us year after year. Efforts are being made to introduce hangers in Germany.

Chutes are almost as popular in elevator circles as in the army.

Spouting is a favorite pastime in both circles, but the spouter should be most circumspect in his indulgence.

Hulls are more highly regarded now than ever before. Many discarded as useless are now in demand.

Gassing, introduced by the beloved Prussians, to whom the world of custom is indebted for so many of its current

unique and popular pastimes, should be indulged in sparingly by elevator men. Fuel gas should be barred.

### Judgment Against Carrier for Shortage.

The Supreme Court of Iowa on Apr. 1, 1918, affirmed a judgment by the district court of Bremer County, awarding \$11.55 damages to the Spahn & Rose Lumber Co. against the C., R. I. & P. R. R. Co. for a shortage of 4,200 lbs. on a car of coal shipped from Kentucky to Cedar Rapids.

Just as in grain cases the proof of weight was questioned. The invoice called for 81,400 lbs., and plaintiff paid freight upon that weight.

The defense was that there was not sufficient evidence that all the coal that was in the car when it arrived at Cedar Rapids was actually weighed by the plaintiff, the defendant's attorney suggesting that some of it might have been lost, overlooked or stolen during the two days that it took to haul the coal 3 or 4 blocks by wagon to the scales.

Judge Evans said: It is of course always possible that coal may be lost or stolen from a car. That is always an appropriate matter for the consideration of the court or jury in the trial of such question. It is not necessary as a matter of law that such a question shall be dealt with negatively or in detail. The case was in the district court on writ of error only. The sufficiency of the evidence was not subject to its review, nor is it subject to ours.—166 N. W. Rep. 1045.

### Opposed to Price Fixing.

I am opposed to price fixing. Money is simply a medium of exchange. Demand and supply must regulate the value of articles which are exchanged one for the other thru the convenient medium of money.

If a farmer who raises wheat alone is required to part with same, taking in exchange a prescribed sum of money; if he is required by law to deliver his cattle or his hogs to the buyer for a stated sum of money per pound, a proportionate value in money should be fixed for the farm implements, the shoes, the groceries, the clothing, the farmer must buy. It would be unfair to fix the value of labor by law, so, too, it is not just to fix by law the value of one commodity the farmer has to sell.

In central Illinois, where I live, the farming is diversified, and it does not make so much difference, but testimony before the Committee on Agriculture showed that in 1917 in Oklahoma, where the corn crop was a failure, the farmer had to pay more for corn feed than for wheat. When there was discussion last year before the Agricultural Com'te as to price fixing, my understanding of the matter was that if there was to be any price fixing it was to be done to protect the farmer and not to harm him. That by fixing a minimum price to be guaranteed by the Government to last until a reasonable time after the close of the war the farmer would be assured of that price, even if the war closed.

By some means that minimum seems to be construed as the maximum and under extreme cases the farmer is forced to sell his wheat at a net price of \$1.90 and pay \$2 per bushel for corn. This is wrong; \$2 wheat may be fair when shoes are \$3 per pair, but not when shoes are \$5 per pair and everything else in proportion.—Congressman Wm. B. McKinley.

### Telescoped Legs.

In the Grain Dealers Journal of April 10th is an article by Mr. T. M. Van Horn, in which he advocates the telescoping of elevator legs. So far as we know Mr. Van Horn is the only man left in the United States who recommends this abortive construction, but a careful reading of his article leaves one with the impression that he indulges too much in generalities and floats too freely in the realm of pure theory.

A telescoped leg would be all right if only the natural settling of the building were to be considered; but where a building comes and goes as does an elevator with the loading and emptying "giving" sometimes as much as six or seven inches, we fail to see how a telescoped leg can be anything but a source of trouble and a fire hazard as well. It is nothing more than an attempt to cure a disease by treating symptoms.—Our Paper.

### Prepare to Save Grain.

BY P. F. MCALLISTER.

Build of concrete for permanence, for saving of grain from rats, for stopping leaks, for saving of overhead expense by lowering insurance premiums, for saving of grain from possible fire loss, which loss can never be replaced to our people, to our Government, to our Allies.

Build grain driers, be prepared to save every kernel of grain.

With a drier, the elevator man can receive corn much earlier in the season as some farmers always want to sell early. With a drier, a corn crib can be eliminated, top prices received for the grain and good profit to the elevator man.

The Gospel of the Grain Man in these times, should be, "Save Grain; don't permit an ounce to be lost or destroyed. Get all the Grain in Hoover's hands, as soon as and as fast as possible."

Another thing, the Grain Man with a drier can get cars on priority."

### Our Barley Made Into Beer Abroad?

After the first flush of popularity as a wheat flour substitute barley flour seems to be losing its friends on account of dark color and bitter taste. Barley flour also is being crowded out of the list of substitutes by the competition of corn flour and rice flour. Both of these make the much desired white loaf, and the price of the corn flour is low enough, tho the rice product costs more.

An outlet for our surplus barley, however, is being found in the export demand, the British being glad to get it for the brewing of beer. Following the prohibition of vodka in Russia a movement against alcoholic drink in England led to appointment of a Parliamentary com'te to investigate the advisability of cutting down the amount of beer brewed. This com'te reported that it was inadvisable as the workers in the munition factories seemed to need it, and a deprivation of the beer to which they had been accustomed would lead to labor unrest.

For the week ending May 4 our exports of barley were 570,000 bus., against 633,000 in the corresponding week of 1917. For February our barley exports were 3,965,781 bus., against 631,840 bus. in February, 1917; and for the 8 months ending with February, 16,620,173 bus., against 11,972,555 bus. for the corresponding period of 1916-17, as reported by the Department of Commerce.



## Grain Carriers

OPERATION of the Erie Canal by the Federal government will start with about 50 old boats.

THE B. & O. has embargoed all shipments for points east of Cumberland, Md., and Parkersburg and Moundsville, W. Va.

GILL & FISHER of Baltimore, Md., have brot suit against the B. & O. R. R. Co. to recover \$40,000 for loss of wheat in transit.

NEW ENGLAND roads have been granted an increase in freight and passenger rates by the Interstate Commerce Commission.

ILLINOIS RAILROADS have petitioned the state utilities commission for an increase of between 15 and 30% in class and commodity freight rates.

RATES ON GRAIN and hay have been reduced from 16 to 11c per 100, from Cincinnati to Louisville by the Kentucky Railroad Commission.

THE SLIDE in the Erie Barge Canal between Tonawanda and Pendleton, N. Y., it is thought will be repaired in time to open for traffic by May 15.

THE FEDERAL railroad administration has informed the railroad companies that their expensive general counsel must be paid for by themselves or be dispensed with.

FREIGHT offices maintained at 21 cities including New York, Philadelphia, Indianapolis, Detroit and Milwaukee have been closed by the Chicago, Rock Island & Pacific Ry. Co.

NAVIGATION was officially opened at Duluth Apr. 25 by the departure that night of the steamer G. A. Tomlinson. The first arrival was the steamer Sullivan from the lower lakes Apr. 26.

THE ILLINOIS Public Utilities Commission has wired the Interstate Commerce Commission that a formal protest will be made against the advance in rates petitioned for by the Illinois railroads.

EXPORT LICENSES will be forfeited on quantities in excess of one carload if cars are not loaded to "full visible or carrying capacity," by Regulation 99 of the War Trade Board, issued Apr. 27.

A CONTRACT has just been let by the federal railroad administration for 1,025 freight and passenger locomotives, deliveries to begin in July. This is the biggest order ever given for locomotives.

Pigs sometimes become overheated in cars and die. To save them a shower bath attachment is being provided in the cars to cool them off. Why not provide an attachment to cool off hot corn in transit?

TEXAS lines have been forbidden by Director General McAdoo to contribute to the support of the Texas General Managers Ass'n. Similar action is anticipated against the general managers ass'ns at Chicago and elsewhere.

A PETITION asking for the re-classification of commodities has been filed on behalf of the railroads with the Public Utilities Commission of Illinois, the customary 30 day period following publication being waived and hearing set for May 15, at Springfield, following a week's session there the hearing will be continued in Chicago. The average increase in rates proposed is estimated by shippers at 35 per cent.

FREIGHT OFFICES maintained at New York, Chicago, Pittsburgh, St. Louis, San Antonio, New Orleans, Houston and Dallas by the Kansas City Southern; Texarkana & Ft. Smith; Arkansas Western and Poteau Valley Railroads have been closed.

DREDGING of the Illinois & Michigan Canal from Lockport, Ill., to the Illinois River will be paid out of an allotment of \$150,000 by Pres. Wilson, to relieve railway congestion. The funds will be disbursed by the War Department and work will begin immediately.

CONTRACTS for the construction of 51,000 freight cars were let by the government May 2 to 8 builders, swelling an earlier order of 30,000 to 81,000. The contract for 30,000 amounted to nearly \$90,000,000 and the builders are allowed a manufacturer's profit of 5 per cent. Negotiations are pending that will bring the total to 100,000 cars.

THE McCaull-Dinsmore Co., of Minneapolis, Minn., has been awarded reparation by the Interstate Commerce Commission against the C., B. & Q. R. R. Co. for misrouting a car of wheat from Axtell, Neb., to Morristown, Minn., to be milled in transit for Chicago, Ill. Defendant alleged but failed to prove that the actual and most costly route had been specified by the shipper. The reparation allowed was \$88.09 with interest.

EFFECTIVE May 1 cancel all restrictions respecting grain movement from primary markets to points east of the Ohio-Pennsylvania State Line as referred to in my Supplement No. 1 to Circular No. 16 of Feb. 15 and Supplement No. 5 of March 25. This completely suspends all provisions of grain movement order Circular No. 16 and all supplements thereto.—R. H. Aishton, regional director, in supplement No. 6 to Circular No. 16.

ON COMPLAINT of the Orange Rice Mill Co. against the Texas & New Orleans Railroad Co. the Interstate Commerce Commission found that rates on clean rice, carloads, from Beaumont and Orange, Tex., to New Orleans, were unduly prejudicial to the extent that they exceeded by more than 5 cents per 100 pounds rates contemporaneously maintained on like traffic from Lake Charles, La., to New Orleans. The undue prejudice was ordered removed. Reparation denied.

JUST BEFORE the increased reconsignment charges were to have gone into effect the Interstate Commerce Commission issued the following suspension order: That the rules and charges governing grain, seed (field), seed (grass), hay or straw, carloads, held in cars on track for the privilege of national, state, board of trade or other official inspection at billed destination or points intermediate thereto, set forth on pages 5 and 6 of said order of March 26, 1918, be, and they are hereby, postponed until further order of the Commission.

IN INSTANCES in which, under the director general's order No. 1, shipments have been or are sent (a) via routes over which the rates are higher than via the routes designated by the shippers, or (b) over routes not provided for in through rate schedules, carriers participating in such transportation be, and they are hereby, authorized to adjust the charges to the basis (a) of those applicable via the route designated by the shipper, or (b) of those applicable via the route via which the shipments would ordinarily have been sent, by order of the Interstate Commerce Commission issued Apr. 26.

THE REGIONAL director of railroads has ordered that 80 per cent of all cars furnished for grain shipments must be devoted to export business. If this order is literally obeyed for a considerable time the effect will be to pile up a lot of corn in the surplus producing counties and make a heavy demand for lumber for cribs. For seven years past our exports of corn have been less than 2 per cent of the crop, while the percentage moved out of the county where grown has ranged from 15 to 20 per cent. Each year about 60 per cent of the wheat crop is shipped out of the county where grown and about 25 per cent exported, so that while the order may fairly apply to wheat, some modification may become desirable with regard to corn.

A PROPERTY protection section has been created by the federal railroad administration with Philip J. Doherty, formerly of the Interstate Commerce Commission, at its head, to make shipments of merchandise as inviolate as mail. The new section will take over the great army of railroad detectives. Whenever proof is available grand jury indictments will be asked. It is a sad commentary on the low state of public morals that Mr. Doherty truly said, "There must be a radical change in public opinion as to these crimes. The activities of the government must have the support of a wholesome moral opinion of the people." Why is it less a crime to steal a bushel of grain out of a railroad car than to break into a farmer's granary at midnight?

WATER AND COMBINATION rail and water rates may be raised on 5 days' notice without observing the long and short haul provision of the Act to Regulate Commerce, under general order No. 16, just promulgated by the Interstate Commerce Commission. The plan is to raise water rates to the level of rail rates. It is provided that the rail-and-water rates and water-and-rail rates to and from Duluth and points grouped therewith shall not be higher than the rail-and-water rates or water-and-rail rates to and from Chicago, and further that the rail-water-and-rail rates to and from Minneapolis and points grouping therewith shall bear the relationship to the rail-and-water or water-and-rail rates to and from Duluth and points grouped therewith as prescribed by the Commission in Second Duluth Case, 46 I. C. C. 585.



Concrete Elevator at Triumph, Minn.  
[See facing page.]



## Program Kansas Dealers.

The annual meeting of the Kansas Grain Dealers Ass'n will be held May 28 and 29 at Topeka, Kan. The sessions will be held in Memorial Hall, and headquarters will be maintained at the Throop Hotel. On the evening of May 28 a banquet will be tendered the visiting dealers at the Chamber of Commerce. Subject to additions, the following is the program:

**Tuesday, 10 a. m.**

Address of Welcome by the Mayor.  
Annual Address.—Pres. J. B. McClure.  
War Time Co-operation.—W. S. Washer, Atchison, Kan.  
Attitude of Bureau of Markets Toward Grain Trade.—F. A. Derby, Topeka.

**2 p. m.**

Address by Julius H. Barnes, pres. U. S. Grain Corporation.  
Our Civic Obligations Today.—C. C. Isely, Cimarron.

**7:30 p. m.**

Banquet.  
Looping the World in War Time.—J. Ralph Pickell, Chicago, Ill.

**Wednesday, 10 a. m.**  
Address by D. F. Plazek, vice pres. U. S. Grain Corporation, Kansas City, Mo.  
Fixing of Prices by the Government.—E. Bossemeyer, Jr., Superior, Neb.

**2 p. m.**

Grain Dust Explosions, Their Cause and Prevention.—Prof. L. A. Fitz, Manhattan, Kan.

Election of officers.

It gives us pleasure to enclose our check to renew our subscription to your most valued paper which we look forward to.—The Shawtown Grain Co., Shawtown, O., O. L. Tood, mgr.

RATES on the Lehigh Valley Transportation Co. boats, established by the U. S. Railroad Administration to ply between Chicago and Milwaukee and Buffalo, will be the same as the all-rail rates. This line was established to relieve the demand on the railroads and will serve all trunk lines, with common terminals. The big steamer Mauch Chunk left Chicago May 9 for Buffalo with a general cargo.

## Concrete Elevator at Triumph, Minn.

The general plan of the new concrete elevator of the Farmers Elevator Co., at Triumph, Minn., is that of four large tanks set far enough apart to form 7 additional square bins between overhead. As shown in the bin plan herewith the four corner bins extending down to the ground are round for three-fourths of their circumference, the remaining fourth being continued as straight walls to meet in a right-angled corner.

The bin part is 40x29 ft. 8 ins. The rounded bins are 14 ft. in diameter, with walls 6 inches thick. All bins are hopper-bottomed and discharge thru swivel spouts. Part of the cupola is one story high, 16x28 ft. 8 ins., and part two stories high, the top or head house being 14x16 ft. The foundation is 3 ft. 2 ins. below grade, and the boot pit 10 ft. 3 in. below grade. The first floor is 5 ft. above grade, and extends 10 ft. to ceiling, the top of bins being 48 ft. above work floor.

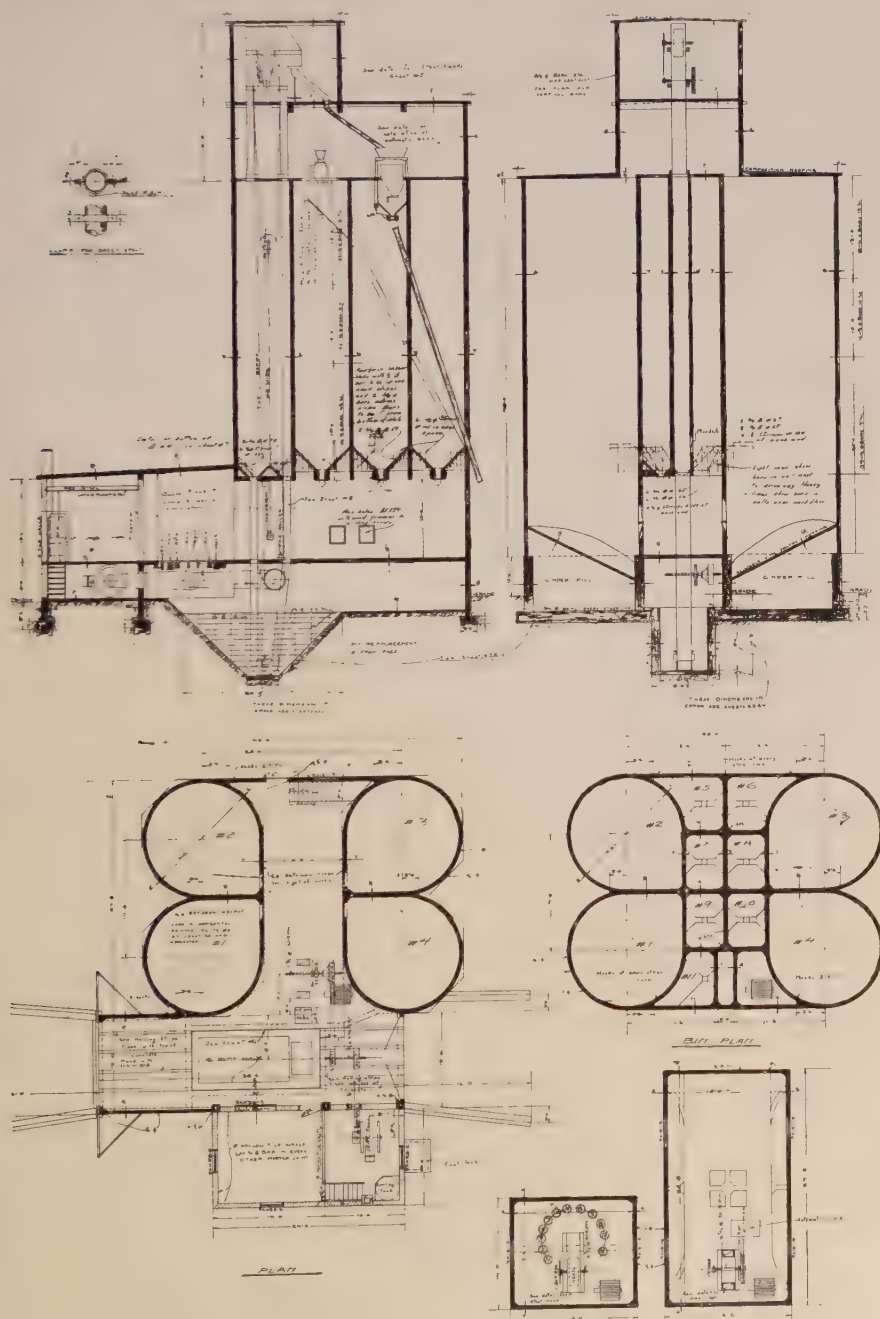
Next to the storage bins is the driveway 12 ft. wide, and beyond that the office building adjoining, divided into an office, 12x14, and an engine room, 10x12 ft. The driveway and office are built of hollow tile with cement stucco finish to match the main elevator building. The interior of the office is plastered. All floors are concrete, the driveway floor being lined with wooden planks to give a better footing for horses.

An automatic full platform wagon dump, which will handle sleighs as well as wagons, is placed in the driveway, with a 6-ton dump scale having the beam in the office. Grain flows by gravity direct from dump sink to the boot of the single stand of elevators. The portion of the leg casing extending thru the work floor and the head is constructed of steel and the remainder is concrete. The head pulley is 42x16 on a 2-7/16 in. shaft running 40 r.p.m. The head delivers to a distributor, reaching the bins thru steel spouts, or to a 2,000-bu. automatic scale discharging thru the direct car loading spout.

Power is supplied by a 10-h.p. oil engine, on the shaft of which is an 18-inch pulley running 320 r.p.m., the drive belt extending to a 24x7 pulley on a 1-15/16 inch countershaft running 240 r.p.m. A further reduction in speed is made by a pulley on the same shaft, 20x7, belted to a 30x7 friction clutch pulley on the 1-15/16 inch shaft of which is the 2-grooved, 30-inch rope sheave. Two strands of 1-inch manila rope drive a 40-inch sheave in the cupola on one end of a shaft carrying a sprocket wheel on the other. A No. 88 chain connects with the sprocket on the head pulley shaft. A 100-lb. weight suspended from a 24-inch pulley keeps tension on the rope.

A manlift with steel cable gives access to the head floor. This plant was designed and erected by D. F. Hoag & Co. The accompanying engravings represent cross and longitudinal sections, and plans of bin, work floor, spouting floor and head floor and an exterior of the completed plant.

SAMUEL CORROUGH, a farmer at Arkoe, Nodaway County, Mo., was notified Apr. 6 to sell his wheat. He refused. A representative of the Food Administration requisitioned the wheat and he was paid \$1,835.20 for 941 bus.



Cross and Longitudinal Sections, Plans of Bin, Work Floor, Spouting Floor, and Head Floor of Concrete Elevator at Triumph, Minn.



## Seeds

SACRAMENTO, CAL.—The Valley Seed Co. will erect a seed cleaning plant.

MIDDLETOWN, O., May 4.—Hardly enuf seed corn here for planting.—Oakland Grain Co.

RICHMOND, VA.—T. W. Wood & Sons recently suffered \$50,000 loss by fire in part of their plant.

EATON, O., May 4.—I never saw a better stand of clover than we have this spring.—Joseph Poos.

JEFFERSON, IA.—An additional warehouse will be built by the Zeller Seed Co., and new cleaning machinery installed.

SEED GRAIN is being marketed by the Canadian government thru the regular seed dealers who are allowed a margin of 5% profit.

AUSTIN, TEX.—The Texas House of Representatives has passed a bill appropriating \$2,000,000 to buy seed and feed for West Texas.

FREDERICK S. RADWAY of New York, N. Y., has registered the representation of a clover blossom and sickle as a trademark, No. 107,142, for seeds.

THE PRIVILEGE of retaining wheat and rye for seed in interior elevators will terminate May 15, by recent announcement of the Food Administration.

EVANSVILLE, IND.—J. Harold Warren has taken charge of the clover seed department of W. H. Small & Co. He was formerly with the Albert Dickinson Co.

ILLINOIS seed corn administrator, W. G. Eckhardt, has turned over 10,000 bus. of seed corn to C. W. Warburton, head of the seed stock com'te of the U. S. Dept. of Agriculture.

WICHITA, KAN.—Kafir receipts in this market during the month of April were 20,000 bus., compared with 11,000 bus. in April, 1917. Shipments were 20,000 bus., compared with 9,000 bus. in April, 1917.

MINNEAPOLIS, MINN.—As an addition to the extensive plant the company is putting up two reinforced concrete grain and seed storage houses costing \$15,000 will be erected by Northrup, King & Co.

KANSAS CITY, MO.—Receipts of kafir at this market during April was 322,300 bus., compared with 45,100 bus. during April, 1917. Shipments were 242,000 bus., compared with 46,000 bus. in April, 1917.

FARMERS of Delaware are being urged to let their crimson clover stand for seed if possible, to relieve a prospective shortage of seed for next year's seeding, due to the past severe winter along the Atlantic seaboard.

LANSING, MICH., May 4. — Seeds threshed in the state up to and including Apr. 27 were as follows: peas, 155,007 bus.; timothy, 8,864 bus.; June clover, 7,200 bus.; mammoth clover, 11,523 bus.; alsike clover, 17,142 bus.; beans, all kinds, 2,958,855 bus.—Coleman C. Vaughan, sec'y of state.

KANSAS CITY, MO.—The statement that the stock of our seed elevator was considerably damaged by fire Apr. 14 is erroneous and a misstatement. We had no fire whatever in our seed establishment, in Kansas City, Mo., the fire being in a chicken feed mixing plant in Kansas City, Mo., a couple of miles from our regular seed house.—Rudy-Patrick Seed Co.

MADISON, S. D., May 6.—At present it looks as tho timothy meadows will be short on account of dry weather. Clover is a poor stand. Meadows winter killed. No surplus of seeds.—Union Grain & Seed Co., F. H. Sloan, sec'y-treas.

A CAMPAIGN to encourage the growing of flax and utilization of the straw is being carried on in Minnesota by the salvage department of the Red Cross. Imports from Europe are at an end, because all the English and French mills are weaving a heavy flax for reinforcing aeroplanes.

KANSAS CITY, MO.—A meeting of the Western Seedsmen's Ass'n was held Apr. 20 at this city. The old officers were re-elected as follows: pres., H. A. Johns, Sioux City; vice pres., C. C. Massie, Minneapolis; sec'y, H. P. Webster, Independence, Ia., and treas., H. G. Windheim, Omaha.

THE IOWA SEED DEALERS ASS'N will meet in the Chamber of Commerce Rooms on Walnut street, Des Moines, Ia., on June 4 and 5. As Pres. Frank Page is now in the service, Vice Pres. C. E. Atherton of Deep River, will preside in his absence. An interesting meeting is anticipated.—A. M. Elridge, sec'y, Shenandoah, Ia.

THE SECRETARY of Agriculture has requested those engaged in the merchandising of seed corn to attach to each bag or container of seed corn a tag or label plainly stating: (1) Name of dealer, (2) Kind of corn, (3) State and section of state in which seed was grown, (4) Percentage of germination, and the month and year the germination test was made.

EVANSVILLE, IND.—Many farmers in southern and central Indiana are finding the seed corn situation more acute as planting time draws near. Some of the farmers who have tested their seed only recently find that the corn which looked good when purchased has become poor seed after the continued damp weather. Considerable seed corn has been brought in from other states.—C.

TOLEDO, O.—Supplies of clover are undoubtedly well cleaned up. Any accidents to the new crop could easily carry prices much higher, despite the present relatively high levels. With the passing of the clover season, demand is very small. Poor seed in particular is in light demand and is selling on the basis of the new crop, at a price that will allow buyers to carry it until fall. Timothy has been in good demand on recessions, altho profit taking has caused general reaction from high point of recent advance. Old crop supplies are large, but prices are comparatively moderate, as prices go in these war-times.—Southworth & Co.

APRIL IMPORTS of forage plant seeds into the United States, as reported by the seed laboratory of the Bureau of Plant Industry included, in pounds: alsike clover, 257,700; crimson clover, none; red clover, 135,300; white clover, none; alfalfa, 19,500; Canada bluegrass, 321,000; alsike and timothy mixture, 29,400; hungarian and broomcorn millets, none; English ryegrass, 211,100; Italian ryegrass, 11,100; hairy vetch, none, and timothy, 3,400; compared with the following for April, 1917: alsike clover, 265,500; crimson clover, 413,700; red clover, 185,800; white clover, 19,100; alfalfa, 335,700; Canada bluegrass, 59,500; alsike and timothy mixture, 1,300; hungarian millet, 36,800; broomcorn millet, 60,100; English ryegrass, 57,400; Italian ryegrass, 12,900; hairy vetch, 52,500, and timothy none.

LEWISTOWN, MONT., May 2.—In the principal flaxseed districts of the state, which is the northern and eastern parts, there will be considerable breaking done for flax and there should be an increase of 15% in acreage in the territory mentioned.—P. F. Brown Co., P. F. Brown.

MIDDLE POINT, O., May 3.—The seed corn scarcity has been greatly relieved by the good efforts of grain dealers and county agricultural agents. The meadows seem to be short, but recent heavy rains were very beneficial. Many old meadows have been plowed up for corn.—H. G. Pollock.

TOLEDO, O.—Growing conditions of clover are ideal at the moment. The usual reports of winter killed have come in. We get them every year. Wisconsin and Michigan are complaining a little. General winter conditions were O. K. There is no doubt but what the clover in this country has a fine start. Offsetting the foregoing the world's stocks of old supplies are nearly exhausted. Probably the bins were never so empty before. This must be a factor in making price for the new seed. War will still be with us which will prevent trade with Europe. America must consume her own seed. A bumper crop could reduce present price of October materially. The small crop could easily send prices to a higher level than seen on the last crop. Spot prime last season touched \$21.00. In the meantime we will mark time. Changes in October will quickly reflect the changes in the fields.—J. F. Zahn & Co.

CALDWELL, IDAHO.—We are glad to report that the clover is looking very fine at this time. We had an exceptionally mild winter, an early spring and everything had a good early start. An early hay crop of course is very significant of a good seed crop. The acreage is nearly the same as last year and with a good season the yield should be heavier. Tim-

### Seed Movement for April.

Receipts and shipments of flaxseed, timothy, clover and other grasses to and from the principal markets during April, with comparative figures for April, 1917, were as follows:

	FLAXSEED.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, bus.	63,000	39,000	3,000	1,000
*Cincinnati, bags	.....	46	19	47
Duluth, bus.	333,982	263,740	57,739	54,707
Milwaukee, bus.	13,500	13,310	.....	.....
Minneapolis, bus.	282,000	383,840	85,770	49,810
Kansas City, bus.	1,000	.....	.....	.....
Philadelphia, bus.	37,800	104,312	.....	.....
Winnipeg, bus.	430,100	.....	380,000	.....
	TIMOTHY.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, lbs.	1,434,000	3,367,000	1,459,000	4,321,000
Toledo, bags	5,071	3,704	2,963	5,563
Milwaukee, bus.	72,695	733,070	271,075	687,048
*Cincinnati, bags	2,280	734	2,510	2,502
	CLOVER.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, lbs.	217,000	798,000	182,000	1,606,000
Toledo, bags	1,887	4,538	2,573	8,186
Milwaukee, bus.	123,520	834,115	76,374	65,619
+New York, bags	1,707	2,875	59	.....
*Cincinnati, bags	1,025	1,987	3,233	4,622
Philadelphia, bags	26	271	.....	.....
OTHER GRASS SEED.				
Chicago, lbs.	1,984,000	2,319,000	711,000	1,918,000
Cincinnati, bags	11,239	8,841	9,327	11,982
Toledo, bags	434	513	624	1,657
*Basis of 100 lbs. each.				
†Includes timothy and alfalfa.				



othy acreage is greatly reduced and if hay prices are at all favorable, very little seed will be saved. Also the timothy producing sections had about the driest March in several years. The same thing applies to alsyke as mentioned above covering the red clover. Present indications are that alfalfa will be a small crop. A very large acreage has been plowed up and put into grain. A little hay was carried over but is mostly in the hands of feeders and the indications are that most of the acreage will go to hay. The growers carried over no timothy or alsyke but did carry over a little alfalfa and clover as quite a little was not hulled until spring.—Pacific Seed House.

## Nominal Quotations Discouraged.

J. J. Stream, chief of the coarse grain division of the United States Food Administration, on Apr. 27 announced that "Certain exchanges and market report publications have been posting and publishing nominal prices on cereals that were not available and did not exist; e. g., Argentine corn has been quoted nominally in some of the Eastern markets. There is an embargo against the importation of Argentine corn, and none can be had. Some western exchanges are quoting No. 1 hard spring wheat with no stocks of such wheat on hand. Under present conditions the posting of nominal prices is misleading and should be discontinued."

## Round Concrete Country Elevator.

A circular wall will contain within its inclosure a greater cubic capacity than any other style of bin. A greater number of bushels can be housed in a round bin than in any other of equal cost. The economy and strength of this design is such that when a single bin is required there is no other choice.

The problem of the round elevator is in the subdivision of the interior into the number of bins required to keep separate different kinds of grain, and one of the most interesting solutions is that worked out by J. H. A. Brahtz and embodied in the new elevator of the Farmers Elevator Co., at Kathryn, N. D., shown in the plans reproduced herewith.

The building is 43 ft. in diameter, the outer foundation wall extending 8 ft. 6 ins. below ground level, above which it is 70 ft. to eaves, 10 ft. to base of cupola, and 20 ft. more to peak of cupola. The plan of the elevation herewith shows the entrance to driveway within the building and the windows lighting the work floor. The half vertical section shows the novel interior arrangement into storage bins, one above the other, the section thru upper and lower bins, in the engraving, showing the 10 division walls radiating from the central well, making 20 bins with a total capacity of 50,000 bus. The walls are 8 inches thick.

The section above work floor shows the Fairbanks-Morse Dump Scale inside the building, and the relative location of office and cleaner, the section below work floor showing the substantial concrete construction of the dump pit, cleaner pit and back pit. The office is 8x12 ft. and is partitioned off by tile walls.

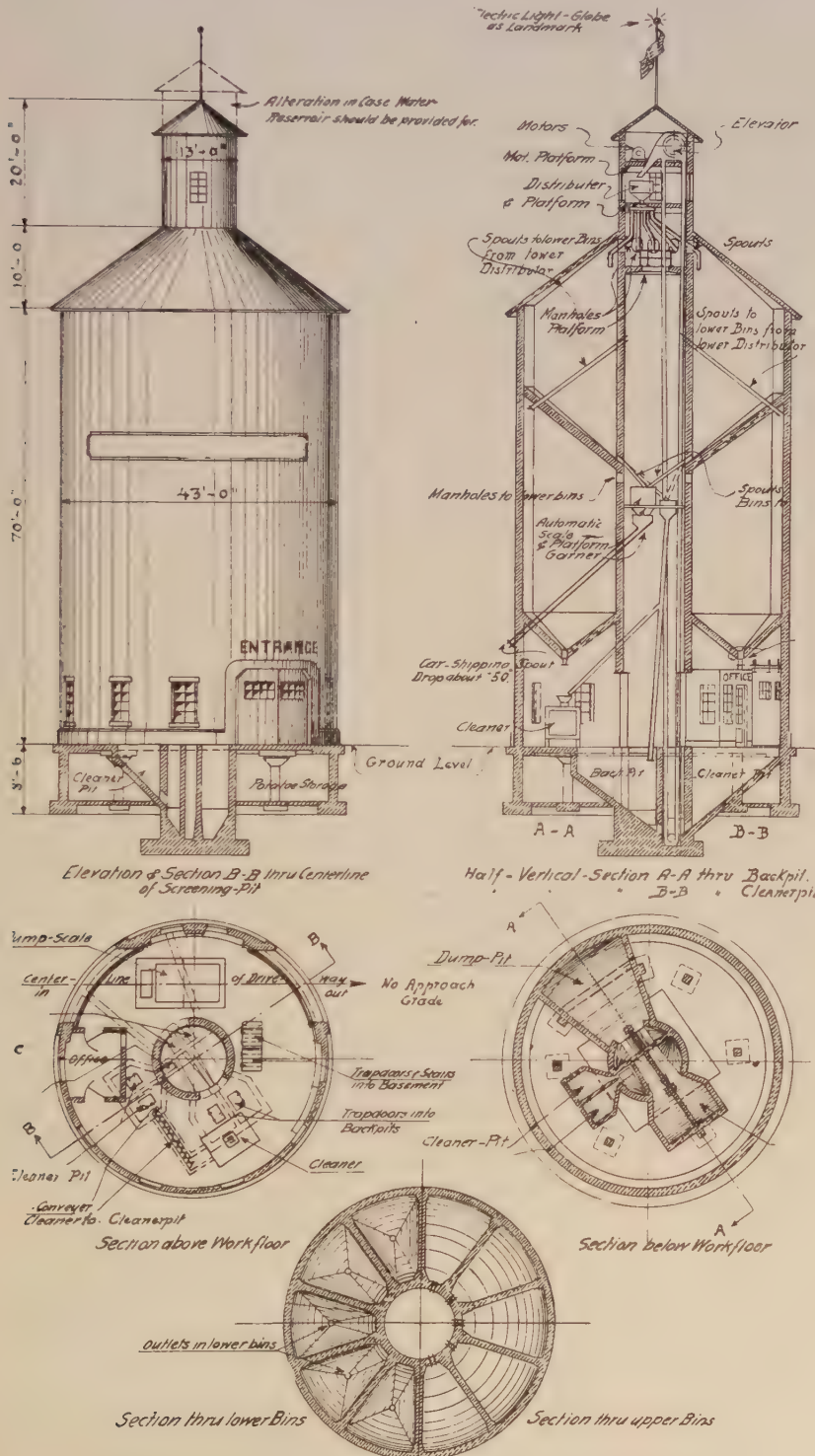
The central well is 12 ft. in diameter, and contains the three elevator legs, a steel ladder, and steel manlift with wood guides. The central leg extends 12 ft. into the ground and the basement is 7 ft. high. Room for storing potatoes is also provided in the basement.

One of the two large legs having 11x6 ins. V-buckets elevates the grain to one of the two Hall Distributors in the cupola, from which the grain is spouted into the lower tier of bins. All bins are hoppers and have swivel spout outlets. From the four of these bins more nearly over the cleaner the grain spouts direct to cleaner, but from the other bins the grain is re-elevated by a leg with 4x7 buckets to be cleaned. The clean grain is taken from the Richardson Separator by a screw conveyor to the cleaner pit and elevated by the second leg to the second Hall Distributor and spouted into the upper tier of shipping bins. The screenings flow into the back pit and are elevated by a third leg to the storage bins. All bins are self-cleaning.

For shipping, grain is run from the upper bins thru a Richardson Automatic Scale in the central well and thru a spout having 50 ft. drop to car. All spouting is 8-inch well casing.

Power is generated by a 40-h.p. fuel oil engine housed in a brick building and driving a dynamo from which electric current lights the town and runs the two 7½-h. p. motors in the cupola of the elevator, driving the legs and the 7½-h. p. motor driving the cleaning machine.

The house was designed for a wind pressure of 60 lbs. to the square foot. In construction there was used 1,200 barrels of cement, 700 yards of concrete and 35 tons of reinforcing steel. The approximate cost of the elevator building alone was \$16,500 and of the entire plant, including mill, building and machinery, \$50,000.



Plans of Round Concrete Elevator. Sections thru Bins, Above Work Floor, below Work Floor, Cross Section and Elevation.



## Van Horn vs. Hall on Non-Chokable Elevator.

BY T. M. VAN HORN.

It was not my intention to answer Mr. Hall's criticism of my paper read for Insurance purposes before the Mutual Field men at Detroit, but circumstances forced me to defend it or apologize. I may have to apologize, but not at this writing.

For the benefit of those who have not read either article [both appeared in the Grain Dealers Journal for April 10th] and others who are long on theory and short on the practical end, I will quote the whole paragraph which Mr. Hall takes exceptions to and throws bouquets at himself, as well as flashing \$1000, certified check to prove what? The paragraph runs as follows:

We have had considerable talk as an Ass'n on the non-chokable head and boot. Now I don't want to be a kicker over 50% of the time or do anything to the detriment of the makers of either, but either one of them could sell me a gold brick just as easy as they could a non-chokable head or boot. Now don't get me in wrong and say that I said they were no good, for I know they are, but their use is very limited. I will take the head first. Not 10% of the chokes of the elevator (I don't think 5%) are caused by the filling up of the bins. Every operator has a pretty fair idea of his bin room. The non-chokable head will prevent or notify him that his bin is full. It might pay to own one for that purpose.

The non-chokable boot where you have a gravity feed from your dumps or bins which can be spouted to front leg, it will work as represented but spout into the back leg or feed the elevator by chain drag or conveyor or corn sheller direct to elevator and it ceases to be non-chokable. It might pay to put one in such elevators as are built to feed by gravity to front leg, help yourself. Both of these patents have to work under conditions I have tried to describe and it's asking too much for any cure all. A non-chokable elevator up to date has never been built. A non-chokable head or boot or both will not keep the legs plumb or in line, will not prevent other than grain getting into the buckets or keep buckets bolted on.

Mr. Hall's proposition is to feed his non-chokable boot with good merchantable shelled grain and wagers \$1000 it cannot be choked down.

I will leave it to any fair contractor, elevator operator or any man with enough horse sense to last him over night, if I gave Mr. Hall an opening to put up any such bluff. I admitted in the above paragraph that under Mr. Hall's own conditions his elevator was workable and would do the work as represented. As I see it Mr. Hall is not taking a sporting chance on losing his \$1000, rather a lead-pipe cinch that he won't. Buy Liberty Bonds, Brother Hall, the Government needs the money.

Did Mr. Hall advocate using his non-chokable boot where the elevator has to be fed by screw conveyor or by chain drag? Would he advise using it and back it up with \$1000 as a workable proposition where you feed through a corn sheller to the elevator? He never mentioned these points, but feeding into the back leg of an elevator he spreads himself. As being improper, anarchial, unmechanical, inexcusable, unnecessary, etc., I might side in with Mr. Hall if I was asked to spout earn corn into the back leg of an elevator, but for shelled grain I would not object unless the Inspection Department of the Insurance Companies insisted on me using Hall's infallible boot.

Mr. Hall knows just as well as I do that there are thousands of grain elevators spouting their grain to the back leg, we will say, not from choice, but necessity and I consider it no crime. As stated in the above paragraph, Mr. Hall's non-chokable boot under his conditions

is workable, and I never intimated anything else, but I still claim its use is limited and still say a non-chokable elevator up to date has not been built.

Now, Mr. Hall, let us get away from the small grain elevator 9x5 or the bean elevators of Michigan (I gave this class a clean bill in my paper) and get down to brass tacks on the elevator in the corn belt where you have the 11x6, 12x6, 14x7 and 16x7 and in not a few cases 18 x 7½ buckets where they handle or elevate grain about as fast as a union helper can dump it, single elevators handling up to 1,500,000 bushels and I will allow you all the conditions you require.

Set the elevator yourself, as a fair man if you can handle anything that comes along, dumping as they do from farmers' wagons with all the mishaps, losing an occasional end gate board, rocks or blocks of wood the farmer (not to sell as grain) but that he neglected to take out, an occasional hand ax or in some cases most any part of a plow or other farm implements even his horses' feed in grain bags is dumped occasionally. Almost every conceivable thing has been dumped. The corn belt elevator dumps are not screened, everything goes through.

Would you for a minute guarantee your non-chokable boot that it would protect the belt, cups and other parts of the equipment from destruction and still not choke? You, nor any other man check mate this kind of a deal. Don't say I exaggerate the case or that such conditions would not be a fair test. They exist not occasionally, but every day some place.

Now this condition I think allows me to say "A non-chokable elevator up to date has never been built," and you would stand to lose your \$1000 if tested out where this trouble was liable to happen, or do you want your test run on grain that has been run through a receiving separator.

Now I will drop this for the present and take up another subject of the paper that is Column "F" or

### MAXIMUM PULL OF THE BELT.

—I think Mr. Hall's remarks do not represent the man I thought him. Don't be so positive about something you are in doubt about. About two years ago I called on Mr. Hall in company with Mr. C. R. McCotter. I was told Mr. Hall was the last word in authority on the elevator leg. I put the slipping problem up to him and told him what I wanted it for. He looked up "Kent" at the time. Now I won't say I can quote exactly, but he admitted then that he had never figured it out, that it was over his head, but requested me to send him the figures if I ever found them. Now size up his criticism. In a polite way he advises me never to show it in print again, puts up a formula that he is not positive on and a few figures that represents 35 pounds per inch width of belt. Forget it, Mr. Hall, and the next man who asks you tell him you don't know.

For Mr. Hall's benefit and any others who feel inclined to throw a brick at Column "F" let me say, the formula for this column was furnished by the University of Illinois and by the Washington University of St. Louis, one a duplicate of the other. I sent the formula and the data to the Engineering Department of Nordyke & Marmon Co., of Indianapolis and they figured it out, giving me all the data on Columns C, D, E and F.

I then took column F data and sent it to Mr. J. W. Woerman of St. Louis, a C. E. in the employ of the Government. His answer checked with the Nordyke &

Marmon Co. The above is my authority for the crime of publishing it and I think it will stick regardless of Mr. Hall's opinion to the contrary.

One of the troubles answering a criticism is, your man is not always fair; he picks out just what he wants and passes over about all he could give his victim any credit for. Mr. Hall has done just so in this case. Column "F" as shown represents the capacity of the pulley on the belt pull on a free open belt, but Mr. Hall had he cared to be fair or even reasonable knows better than to make any such crack.

In another part of the paper I gave the formula for figuring the H. P. required to elevate grain and the "Book" advised allowing 50% for friction. I have seen some elevator leg conditions when 75% for friction would not be out of the way. Mr. Hall, just allow what you think advisable for friction on column "F" which will probably reduce the figures to your idea of a proper proportions.

Now I am going to take a hand in the game myself and say when I put up this paper before the Field Men's Ass'n it was not to exploit my mechanical ability or to hurt anyone's feelings. I put it up as an insurance paper to demonstrate my contention that the elevator leg as constructed and housed was the greatest fire hazard connected with the elevator proper and in order to demonstrate it properly, I had to have the figures in Column "F" which appeared to be the key to the whole argument and made it possible to get the paper up as it is.

Mr. Hall finds fault with the figures. From my standpoint it cuts no figure whether the power is absorbed in grain weight or friction, the tension on the head pulley is there just the same. In making the comments on the non-chokable head and boot, I did the same of the lagging of the head pulley, was not so much to be a critic or discredit any of them. I did it more to impress on the Field Mens Ass'n the idea that they should not advocate or discredit any proposition without a thoro investigation from all sides of the proposition. Fire prevention is our field and this idea of "Thou shalt not" should be conservative and reasonable.

So far as Mr. Hall's criticism is concerned, I consider it pretty lame. Mr. Hall probably is not aware of it, but he was only used by the undertow of our own organization with the able assistance of Mr. Clark of the Grain Dealers Journal. They worked Mr. Hall to get my hide. I am sorry my original paper went so wide of the mark, but as the saying goes, "It takes some force to make an impression on solid ivory" let alone puncture it. I am going to say that as far as I am concerned I am done discussing this in the Grain Dealers Journal and leave the matter to our mutual friends to say which holds the hot end of the stick.

In conclusion it is possible I owe Mr. Hall an apology for attempting to discuss a subject on which he thinks he holds a monopoly, whose opinion is the last word on the elevator leg, but if he still thinks he has a non-chokable elevator working under all conditions, then I will say that he has a pipe dream. I have had a few such dreams myself in the past on different subjects, but the Detroit paper is not one of them, and hope this answer will close the deal or at least satisfy the submerged tenth.

*"A non-chokable elevator up to date has never been built."*



## No Speculation in Hedged Grain.

Considerable stir arose on the grain exchanges on the receipt at Kansas City of the following wire from J. J. Stream, coarse grain administrator:

The food control law and the rules and regulations relating thereto prohibit the hoarding or holding of foodstuffs for speculative or price enhancing purposes. Grain held, against which an equal amount of futures is sold as a hedge, or for actual delivery on a grain exchange, is not considered as being in violation of said law. However, the buying in or taking back the futures for the purpose of reselling again on an advance in market, would make the holding of such grain unlawful. Violators as described should be reported to this department.

This led to a misunderstanding that all cash grain had to be hedged, and that hedgers could not speculate; and in explanation Mr. Stream on Apr. 27 wrote as follows:

Grain must not be held off the market for speculative or price-enhancing purposes. Dealers are allowed reasonable supply limited to sixty-day requirements, but such grain must be kept in motion, buying, selling and shipping and not locked up and held for advance in market; one who hedges cash grain holdings and takes hedge off and still holds original grain makes such holding of cash grain unlawful; by such act it is prima facie evidence that holding of cash grain is purely for speculative purpose; section 6 of food control law makes exception to trades made in pit on grain exchanges. It is not obligatory on cash grain handlers to hedge holdings, but such grain must be kept moving into trade channels.

The Food Administration also issued the following:

The regulations on speculation originated by the grain exchanges by which speculative dealing for future delivery was to be strictly limited as distinguished from legitimate forward sales of actual grain have been recently evaded by certain classes of dealers. They were taking advantage of the unlimited right to genuine forward selling by using the possession of certain amounts of actual grain as a basis for constant purchase and resale of futures.

The Food Administration has therefore given a warning that this action amounted to hoarding by withholding such grain from actual movement in the market, and that such speculation would be dealt with by the administration under the hoarding section of the food bill.

The legitimate dealers in grain throughout the country have been unanimous in their desire that vicious speculation in foodstuffs should be absolutely eliminated during the war. This abuse of the free market recently established in the grain exchanges has been stopped by the Food Administration.

All of the foregoing was but a tempest in a teapot. Nothing was added to or taken from the food control law.

Speculators on the Board of Trade are limited to 200,000 bus., but hedging transactions are unlimited, so that it was possible for a cash grain handler who had more than 200,000 bus. hedged, to take off the hedge and put it out again at a better price, thus enabling the cash grain man to trade in the pit heavier than the simon pure speculator. The class of trading aimed at by the food administration has been practically nil in comparison with the gross volume of trading.

WASTE of grain by threshers is to be eliminated by the Food Administration in a movement to persuade threshermen to put their machines in repair and to operate them more slowly.

BEFORE THE HOUSE Com'te on Agriculture H. N. Owen, of Minneapolis, Apr. 25 urged that a law be enacted for a federal grain standards board to include appointees of the governors of the grain states.

## Another Concrete Failure.

In the present stage of progress that has been reached in the construction of grain elevators and storage tanks of reinforced concrete it is brought forcibly to the attention of the owners of these buildings that concrete has not within itself any qualities that operate to overcome the defects of faulty design, or that give to the incompetent builder any abilities that he does not already possess. Reinforced concrete will in time come to be used extensively for the construction of elevators; but buildings of reinforced concrete must be designed properly and built according to the practice that has been learned thru painful experience if the finished product is to give to the owner the satisfactory service which he has the right to expect.

In the drawing reproduced herewith is shown the results of faulty design and construction in an elevator erected by a silo builder of Louisville, Ky.

The head house and the first two tanks, shown at "A", were built at the same time, and in the course of some months the tanks pulled away from the head house, leaving the crack shown in the drawing. This crack extends from the ground to the top of the tanks, and is wider at the top than at the bottom, thus indicating that the weight of the tanks and their contents of grain caused them to settle at the side opposite the head house and to incline away from the head house as they settled. The crack was plastered with a cement mixture to fill the crevice, but the movement has continued until the plaster no longer serves the purpose for which it was applied.

Something like a year after the head house and first tanks were built contract was let to the same builder for the erection of the tanks marked "B". These, too, soon settled and pulled away from their neighbors, leaving the cracks shown in the connecting wall. As in the case of the cracks made when the tanks "A" pulled away from the head house, the cracks between the tanks "B" and "A" are wider at the top than at the bottom, again indicating that a tilting movement took place. The interstice bins "C" and "D" are rendered unusable and the crack between the tanks "A" and "B" is so wide as to enable light to be seen by an observer standing in the proper position.

The elevator is built upon ground that is somewhat higher than the land around it on the side opposite the railroad tracks, and the slope away from the tanks is especially pronounced. It appears, in fact, that the ground has been built up by filling in with dirt and cinders. It also is not far from the elevator to the plant of a coal mine. Whether these facts with

regard to the location of the elevator and tanks may offer a reason for the settling of the tanks is difficult to say unless a thoro examination were made, but it is possible that a solution for the trouble in this particular case may lie in the ground beneath the tanks.

However, the lesson for other owners and builders of elevators and storage tanks that is found in this concrete failure is one that is general in nature. The designing of grain storage plants to be built of reinforced concrete is a work that calls for all of the technical ability and experience of one who has given intensive study to the subject, and not even an expert can evolve a design that will prove wholly satisfactory unless he knows intimately the conditions surrounding the location selected for the plant. Once the design has been made, the work of building must be done by a man or an organization of ability, one which is able to carry out the designer's ideas faithfully and to deliver a finished plant that will fulfill the expectations of its owner. The silo designer and builder cannot do these things, he has little or no knowledge of the problems that must be considered and solved in planning a grain handling and storage plant, and his work is more expensive in the end no matter how much cheaper it may seem in the beginning.

The owner who expects to erect an elevator and who gives any consideration to the solicitation of the silo builder is not fully awake to the danger that lies before him. Even were building costs much lower the grain dealer could not afford to deal with an incompetent; and to do so at this time may well be termed business suicide.

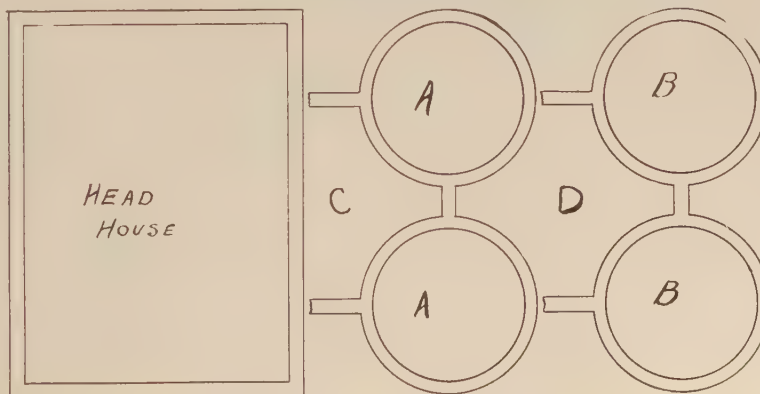
## Council of Exchanges to Hold Midsummer Meeting.

The constituent members of the Council of Grain Exchanges have voted to hold a midsummer meeting June 17. The place remains to be selected.

The Toledo Produce Exchange has rejoined the Council, and all the former members are now back in the fold except Wichita.

Pres. J. H. MacMillan has appointed W. N. Eckhardt of Chicago, Frank I. King of Toledo and J. O. Ballard of St. Louis to be part of the standing advisory committee of 12 asked for by Julius H. Barnes of the Food Administration.

ARGENTINE CORN now arriving at New York and loaded before the embargo was placed on importations will be unloaded by permission of the government. A full cargo of Argentine corn containing only 10.6% moisture arrived May 2.



Concrete Storage Which Pulled Apart.



# Loading Elevator Dust in Bulk

The great quantity of dust separated from grain in handling and in the process of cleaning formerly had so little value the problem was how to get rid of it. Now since it has come into demand for feed mixing it is carefully saved and much attention given to its economical handling. Usually one or more heavy power driven machines like those used in flour mills to pack barrels and sacks are installed in up-to-date grain elevators for packing dust. The filled sacks are piled on and when a car is set in for loading with dust the sacks are again trucked into the car. At present prices of labor and sacks this unnecessary bagging and rehandling is a considerable item of expense.

At the elevator of the A., T. & S. Fe Railroad operated by the Armour Grain Co., at Chicago, the two packers in use would fill 550 bags in 8 hours, putting 70 lbs. into a bag, and these would be weighed on a portable scale 3 bags at a draft. An improvement on this method by loading the dust in bulk has been in use at the Santa Fe Elevator for two years and is no longer an experiment. The first attempts to load dust in bulk were failures, as the air pressure carried into the car blew dust out of all crevices and over the premises in clouds, and no success was achieved until Superintendent Martin Schultz added an exhaust pipe, taking the air from the interior to the car back into the building.

Dust from the numerous oat clippers and separators in the elevator takes the usual course to a large Cyclone Dust Collector on top of the dust house. From this collector the dust is fed thru a 10-in. pipe into a No. 35 Sturtevant low power, slow speed, fan driven by a 6-inch belt. From this fan the dust is blown a short distance horizontally to a bifurcation containing a switch, so that the dust stream can be directed either vertically upward into the dust room or downward vertically thru a 12-in. round pipe of galvanized iron having a right-angled elbow terminating just inside the door of the dust house. A detachable pipe is connected to this, elbow to carry the dust horizontally into the car. As seen from the interior of the dust house this pipe is shown in the engraving herewith entering the burlap with which the upper part of the car

door opening has been closed. Inside the car this pipe terminates in an elbow which may be turned first to fill one end of the car and then the other, and which is shown in the engraving suspended by a rope. When in use this pipe is supported by the top edge of the grain door. On the near side three doors and a board are used, and on the farther side of the car the door is closed by four grain doors, except for a space close under the roof about 10 inches wide, covered with sacking, with an inch peep-hole.

The only outlet for the air is thru a 16-inch pipe having a small elbow just inside the burlap and running diagonally thru the wall of building to a small cyclone over the dust room. The lower end of this 16-inch pipe is easily removable for spotting cars in position.

Nearly all the dust remains in the car. That passing along with the air into the small cyclone drops into the dust room having a small sweeper in the wall near the floor. With a good supply of dust available, as when the seven big clippers are going at one time a car can be filled with dust in 10 hours. The equipment was installed by the Cyclone Blow Pipe Co.

## Bulk Dust Loading Practicable.

*Grain Dealers Journal:* There is no question that bulk dust can be successfully loaded in a car. However, the car would have to be pretty well closed in order to retain it.

Our machine will load anything that can be carried thru on a current of air. Malt is easily so loaded, and that is perhaps the lightest of all grain, so we can see no reason why dust and chaff from grain could not be successfully handled. —Mattoon Grain Conveyor Co., Mattoon, Ill.

PRICE FIXING on cotton is opposed by Representative Heflin, of Alabama, who recently introduced a resolution declaring that "it is the sense of the House that any legislation that makes cotton production unprofitable and therefore an adequate yield uncertain and doubtful, is unwise and dangerous."

## Saved \$27 Daily by Loading Dust in Bulk.

BY M. E. BARNEY.

Some time previous to the war, the plant of which I was superintendent burned all dust and oat clippings. Eventually I persuaded the company to allow me to build a dust packing plant, suited to the needs of this particular elevator. We installed four Invincible Giant Dust packers. The elevator handled oats only, operating 18 hours daily 2 shifts. Our average shipments ran about one million bushels of oats per month.

In order to take care of the clippings from this volume of grain I found it necessary to have the following labor: 2 men on packers, man sewing, man throwing sacks into car, 3 men storing, making a total of 7 men at \$3.00 per day, or \$21.00. Add to this the labor of 4 men night shift or a grand total for labor \$33.00 daily. While I have no figures at hand, I think it safe to say we loaded two 40 ft. box cars in something less than three days running time, depending upon the character of the oats clipped, per cent of shrinkage, etc.

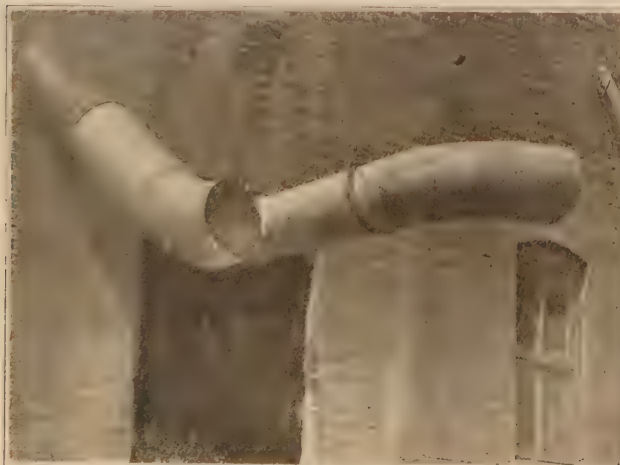
About the time the war began and burlap bags jumped in price, I began to experiment on a bulk loader, and finally evolved a system which proved entirely satisfactory at least for that particular elevator. It is simple and does not interfere with the packers, the same plant can be used to sack or load dust in bulk as may be desired. Any elevator at present equipped with a dust house and packers may easily be changed to the bulk system. A survey of any property would demonstrate what would be necessary to install a bulk dust loader, such as a stub track of two car capacity, housing, etc. The loader is only a question of scientific application of pipes, air pressure and power connection, electricity preferred.

The labor cost which I have given, shows the large saving made at this particular plant, based on full equipment and doing a great volume of business. I made no mention of the saving in maintenance of packers, such as augers, casings, belts, etc. The price of bags at present time is prohibitive. Taking everything into consideration and it all favors the bulk loader, as is clear from the following:

## COST OF SACKING DUST.

4 men at \$3 per night shift.....\$12.00  
7 men at \$3 per day shift..... 21.00

\$33.00



Dust Discharge into and Air Outlet from Car.



Between Car and Dust House.



Car Door Closed by Sacking.



## COST PER BULK LOADED.

1 man day \$3.00.....	\$3.00
1 man night, \$3.00.....	3.00
	\$6.00

Total saving in labor only \$27.00 daily.  
Cost of maintenance of bulk loader almost nil.

## Load Dust by Gravity.

*Grain Dealers Journal:* Our chief engineer, P. A. Peterson, reports as follows on the operation of the dust loading equipment installed in our plant here by the Barnett & Record Co.:

The dust house is located directly above the track shed, with an opening of four foot square which has attached to it a "Y" spout, so that we can drop onto either track. When they desire to load dust they attach a portable spout to whichever track they desire to load on. The opening of the dust house being twenty-two feet above the rail gives it a fairly good drop and shoots fairly well back into the car. Of course, the finishing the end loading of the car must be done with scoop shovels.

Of the five cars we have loaded we were able to get 33,800 pounds in the largest and 17,500 pounds in the smallest, making an average of 28,940 pounds. The dust is not rehandled, as the cyclones are placed directly above the dust house. This is about as handy a way as I have seen dust loaded and by having the openings and the spouts large enough, we are able to get a large quantity through them in a short time.—Frank Fowler, sec'y Nye Schneider Fowler Co., Fremont, Neb.

## Questionnaires Create Confusion.

Louis B. Sweatt, Providence, R. I., director of the license department of the Rhode Island Food Administration, said recently:

"There has been a great deal of confusion in the minds of grain and feed dealers with reference to the reports which are required of them by the Food Administration. Dealers have gotten numerous reports, many of which seem to represent duplications of their transactions, and others which necessitate a separation of licensees' operations, which would require long and laborious auditing of past operations.

"The Feeding Stuffs Division of the Food Administration has advised the Grain Board, Boston Chamber of Commerce, Food Administration committee, that one report may be used exclusively by licensees, but that licensees must be sure that such report covers all of their transactions in grain and feed. We are advised that the one report referred to is: Form S. D. A9."

## Feedstuffs Movement in April.

Receipts and shipments of feeding stuffs during April at the various markets, compared with April, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, lbs.	64,682,000	77,720,000	77,472,000	73,831,000
Cincinnati, tons.	5,502	11,529	7,228	13,102
Kansas City, tons.	1,380	3,080	7,440	13,560
Milwaukee, tons.	3,240	760	18,755	15,766
Minneapolis, tons.	4,895	5,254	40,790	76,473
St. Louis, sacks.	93,720	94,390	75,940	75,180
Cars.	66	66		
San Francisco, tons.	261	1,219		

## Feedstuffs

THE GOVERNMENT is taking the entire bran output of some Minneapolis mills.

OAT HULLS, reground, are selling at Canadian mills at \$35 per ton in bags.

MILWAUKEE, WIS.—Smith, Parry & Co. have the work on their new mixed feed plant well under way.

SWIFT & Co., of Chicago, Ill., have registered the word Laymore as a trade-mark, No. 96,415, for poultry feed.

MILLEDGEVILLE, GA.—The Milledgeville Cotton Oil Mill and 6 residences burned May 4, with 1,500 tons of cotton seed.

THE ALFALFA MILL at King Center sta., Olney Springs p. o., Colo., has been purchased by the American Milling Co.

DISTRIBUTION of beans handled by the U. S. Grain Corporation has been placed in charge of Benjamin Gerkes of Rochester, N. Y.

BURT H. WINCHESTER, Inc., of Newark, N. J., has registered the word Winco in a double circle as a trade-mark, No. 103,483, for poultry feed.

LOVELAND, COLO.—The Emmer Products Co., of Denver, has leased the mill here and will have 2,000 acres of emmer grown under contract.

LANIER BROS., of Nashville, Tenn., have been fined \$50 for excess of crude fiber and shortage of protein in Jersey Brand Cottonseed Meal.

THE UNION SEED & FERTILIZER Co., of Memphis, Tenn., has been fined \$25 for shortage of protein and excess of crude fiber in Kineda Prime Cottonseed Meal.

THE RALSTON PURINA Co., of St. Louis, Mo., has been fined \$250 for excess of crude fiber and shortage of protein, nitrogen and ammonia in Winner Prime Cottonseed Meal.

FOR MIXING BARLEY into sacked grain labeled "Oats" the federal government condemned and forfeited 334 sacks of oats shipped by the Nelson Grain Co., of Kansas City, Mo.

THE SALVAGE GRAIN from the burned feed mill of A. E. Dye at Forestville, N. Y., has been purchased by the Interstate Grain & Seed Co., and will be shipped to Buffalo and dried.

A FEED JOBBER in New England recently had jumped upon him in a short space of time 500 cars of mill feed, some of which had been in transit since November, and which represented an investment of \$1,000,000.

A FINE of \$100 and costs has been imposed upon the Southern Cotton Oil Co., of Little Rock, Ark., for misbranding Dixie Brand Cottonseed Meal. The guaranty was 41% protein, and the Bureau of Chemistry found only 36.7%.

WAUKEGAN, ILL.—Six reinforced concrete tanks, with capacity of 50,000 bus., and a small working house, also of concrete, are being built by the Blatchford Calf Meal Co. The Burrell Engineering & Construction Co. has the contract.

KANSAS CITY, MO.—Resolutions adopted at the meeting here Apr. 22 of feed handlers provide for a uniform profit of \$1 a ton on wheat feeds, applicable to carlot sales on sight draft, with a brokerage fee of 25c a ton; \$1.50 a ton and brokerage of 25c on arrival draft sales, and a maximum profit of \$3 a ton for retailers.

FOR SHORTAGE in protein and excess of crude fiber a fine of \$100 was imposed on the Buckeye Cotton Oil Co., of Memphis, Tenn., the charge being misbranding of Buckeye Prime Cottonseed Meal.

OWENSEBORO, KY.—It is said that the American Milling Co. will resume the operation of its molasses feed plant here which has been under lease to the Rapiar Sugar Feed Co. The latter is building a plant to be occupied at the expiration of the lease. Pres. H. G. Atwood, of the American Milling Co., of Peoria, Ill., states that the capacity of the mill will be doubled.

THE COLLIS PRODUCTS Co., which is now operating buttermilk drying plants at Minneapolis and Omaha, is enabled, by the use of a patented device, to dry buttermilk and yet retain a greater percentage of its nutritive qualities than has been done before. The extensive utilization of this waste product in feeds for poultry and hogs is convincing testimonial to the inventive genius of our food-stuffs manufacturers.

SOME OLD CASES have recently been raked up by the Bureau of Chemistry for publication Apr. 29, among them being a shipment on Oct. 31, 1912, of Continental Gluten Feed by the Continental Cereal Co., of Peoria, Ill., which was found short of protein and fat. A fine of \$100 and costs was imposed Oct. 18, 1916. Another old case is that of Callahan & Sons, Louisville, Ky., fined \$25 nearly two years ago for mixing 25 per cent of barley in "Virginia White Oats Special."

THE NEBRASKA food administration has promulgated a set of definitions of feed-stuffs which conflict with the definitions of the Food Inspection Division of the Bureau of Chemistry of the U. S. Dept. of Agriculture. These grades are to be enforced in 7 of the western states, according to Administrator Gurdon W. Wattles. It is difficult to understand what is to be gained by setting up a new set of standards when the existing rules have been so carefully considered by the ass'n of state and federal feed control officials and the feed manufacturers.

MILWAUKEE, WIS.—The Stratton-Ladish Milling Co. has been incorporated with \$500,000 capital stock by Patrick P. Donahue, pres.; Herman W. Ladish, vice pres.; Stuart Hyde, sec'y and gen. mgr., and Harry M. Stratton, treas., all of whom have been prominently identified with grain, malting and milling. The new company has purchased the 800,000-bu. elevator and two malt houses in the Hansen plant of the American Malting Co., and will expend about \$300,000 in equipping for the manufacture of feed, corn flour and rye flour. The contract has been let to the Fraser Co.

AVONDALE, COLO.—The fire that totally destroyed our plant was started by a piece of iron going thru the grinder, the friction igniting dust and meal in the fan stack. The air blast thru the pipes carried the fire into the dust collectors, where it was first discovered. Besides the plant we lost two cars of new bags just received, 1,400 tons of sacked meal and about two cars of corn and oats in the elevator. Insurance one-half actual value. Plans are in preparation for a larger mill on the site of the old one, to take care of the coming crop.—Avondale Alfalfa Milling & Elevator Co.

WE grain men appreciate the Grain Dealers Journal.—Appam Farmers' Elevator Co., Appam, N. D.



# Grain Trade News

## CALIFORNIA

All California news items will be found on page 778.

## CANADA

Calgary, Alta.—The Alberta Pacific Grain Co. has bot 4 elvtrs. at as many points on the Canadian Northern from the Hayward Grain Co.

Bruno, Sask.—The Canadian Elvtr. Co., of Winnipeg, Man., will build an elvtr. at this place to replace the one destroyed by fire. The Western Improvement Co. has the contract.

Boissevain, Man.—The elvtr. of the International Elvtr. Co. is being overhauled, cleaners, new legs and other equipment being installed. The T. E. Ibberson Co. is doing the work.

Adanac, Sask.—C. T. Jones, agt. for the Canadian Elvtr. Co., and J. A. Beck, a grain dealer, are said to have been arrested on warrants charging thefts, and it is reported that Jones has been sentenced to 1 year in jail and that Beck also has confessed.

Port Arthur, Ont.—The Saskatchewan Co-operative Elvtr. Co. has let contract to the Fegles-Bellows Engineering Co., Ltd., of Fort William, for the construction of the new cleaning house at this place, work to commence at once. The working house will have a storage capacity of about 200,000 bus., and the storage annex a capacity of about 450,000 bus.

Port Arthur, Ont.—The elvtr. of D Horn & Co. has been cleared of grain and closed. This was done once before, when the C. P. R. concentrated its activities at Ft. William and abandoned its Port Arthur works. Later it was reopened by the late Joseph King as a cleaning house, thus becoming the first of several hospital elvtrs. that were subsequently established.

## WINNIPEG LETTER.

The Brooks Elvtr. Co., Ltd., incorporated; capital stock, \$50,000.

The Dominion Elvtr. Co. has bot 4 elvtrs. from the Imperial Elvtr. & Lbr. Co. The plants are located at Broomhead, Treherne, North Portal and Drinkwater, Sask., and are of 20,000 bus. capacity each.

## COLORADO

Willard, Colo.—The Denver Elvtr. will make a number of improvements in its elvtr. at this place.

Hyde, Colo.—The Farmers Co-operative Exchange & Mfg. Co. will buy or build an elvtr. at this place.

Yuma, Colo.—The Farmers Co-operative Exchange & Mfg. Co. has bot the elvtr. of the Shannon Grain Co.

Yuma, Colo.—L. M. Miller has been transferred to this place from Otis as agt. for the Shannon Grain Co.

Ordway, Colo.—The Crowley County Mlg. & Merc. Co. has been incorporated with capital stock of \$100,000 to deal in grains, etc.

Bovina, Colo.—The J. E. Rule Elvtr. Co. will build a new bean cleaner this summer.—Star Farmers Co-operative Union Co., S. E. Davenport, mgr.

Platner, Colo.—The Otis Elvtr. & Supply Co. of Otis, has let contract to the Birchard Construction Co. for the erection of a 12,000-bu. studded elvtr.

Broomfield, Colo.—The Longmont Farmers Mill & Elvtr. Co., of Longmont, contemplates enlarging its plant at this place.—Agt. Colorado Mlg. & Elvtr. Co.

Schramm, Colo.—The Farmers Co-operative Exchange & Mfg. Co. has let contract to the Birchard Construction Co. for the erection of a 10,000-bu. elvtr. at this place.

Watkins, Colo.—The Colorado Mlg. & Elvtr. Co., of Denver, has let contract to the Burrell Engineering & Construction Co. for the erection of a 40,000-bu. concrete elvtr. work to begin soon.

Bennett, Colo.—The Denver Elvtr., which is operated as the Bennett Elvtr. at this place, has let contract for the construction of a 25,000-bu. concrete elvtr. to replace the old elvtr. now in operation.

Akron, Colo.—Terry McAloon has made minor repairs in his elvtr. and will install a 10-ton Fairbanks Heavy Duty Truck Scale for weighing auto trucks as well as wagons. The Birchard Construction Co. is doing the work.

Akron, Colo.—The Farmers Co-operative Ass'n is building a new office, 20x24 feet, with full basement, and will install a Fairbanks 10-ton Auto Truck Scale. The Birchard Construction Co. is doing the work.

Vona, Colo.—We expect to start work soon on our elvtr., which will be remodeled and a Monitor Cleaner installed. We will also build a coal house and a warehouse for seeds.—The Snell Mill & Grain Co., Clay Center, Kan.

Stratton, Colo.—We expect to make extensive improvements in our elvtr., increasing the capacity about 6,000 bus. and installing a Monitor Cleaner. We will erect a warehouse for handling beans.—Snell Mill & Grain Co., Clay Center, Kan.

Otis, Colo.—The Shannon Grain Co. has sold its elvtr. to Roy Chilcoat, of the Chilcoat & Moser Mlg. Co., of Yuma. L. M. Miller, who has been agt. for the Shannon Grain Co., will be transferred to Yuma, where he will be agt. for the company.

Schramm sta. (Yuma p. o.), Colo.—We are going to build an elvtr. at this place. We have not decided as to whether we will build wood or concrete. No doubt though we will build concrete unless the price runs too high.—O. M. Kellogg Grain Co., Denver.

Denver, Colo.—We have let contract to build a 25,000 bu. concrete elvtr. at Watkins, and one of similar construction at Bennett, these improvements to replace old elvtrs. We now operate at these points. We are also making numerous improvements at our Elvtr. at Willard, and enlarging our warehouse in this city.—C. L. Bloom, assistant mgr. Denver Elvtr., Denver.

## IDAHO

Juliaetta, Ida.—We are building the new elvtr. at this place.—Farmers Union Whse. Co.

Kamiah, Ida.—John W. Matlock has let contract to the Glasser Construction Co. for the erection of a 30,000-bu. cribbed elvtr. It is to be a motor driven plant thruout, with 17 bins, Eureka Cleaner, Fairbanks Automatic Scale and Dump Scale.

Deary, Ida.—The Farmers Union Whse. Co. has let contract to the Glasser Construction Co. for the erection of a 40,000-bu. cribbed elvtr. The house will consist of 20 bins, with maltese cross work floor, and will be equipped with a 20-h.p. gas engine, Dual Cleaner, Richardson Automatic 1,500 bu. Type Registering Beam Scale, and 8-ton Fairbanks Dump Scale. The Ibberson Double Distributor will be installed.

Genesee, Ida.—The material is on the ground for the new 100,000-bu. elvtr. to be built in East Genesee for the Farmers Union Whse. Co. Material is arriving for the 60,000-bu. elvtr. to be built at West Genesee for the same company. The Hickock Construction Co. has the contract.

## ILLINOIS

Marissa, Ill.—A. J. Meek of the Meek Mlg. Co., died recently.

Gladstone, Ill.—P. H. Wiegand has purchased the elvtr. of O. Ogle.

Booth sta. (Gardner p. o.), Ill.—B. H. Rogers is now mgr. for the Farmers Elvtr. Co.

La Hogue, Ill.—The Farmers Elvtr. Co. has installed an electric motor.—Geo. E. Traut.

Cordova, Ill.—J. C. Mackey is contemplating installing new automatic scales in his elvtr.

Sadorus, Ill.—John Odell is at present in charge of the elvtr. of the Chambers & Foote Co.

Kenney, Ill.—We have installed a Boss Air Blast Car Loader in our elvtr.—Kenney Elvtr. Co.

Fairmount, Ill.—The Fairmount Grain & Elvtr. Co. contemplates building a new elvtr. this year.

Peoria, Ill.—Erb Ahrens, formerly with the Warren Com'isn Co., is now with J. A. McCreary & Sons.

Stratford, Ill.—I am contemplating building a new concrete elvtr. here this summer.—Edward Dusing.

Ottawa, Ill.—The Wallace Grain & Supply Co. has increased its capital stock from \$32,000 to \$100,000.

Metcalf, Ill.—The Farmers Elvtr. Co., which was recently incorporated, will build an elvtr. to cost \$50,000.

Galesburg, Ill.—Lawrence Anderson, formerly of Davenport, Ia., has become auditor for the Inland Grain Co.

Browns, Ill.—E. H. Morris has let contract to the Reliance Construction Co. for the erection of a 20,000-bu. elvtr.

Junction, Ill.—The elvtr. of S. S. Kerr will be improved and an electric motor installed.—M. F. Strickland, Shawneetown.

Collison, Ill.—The Collison Grain Co. has been taken over by us and will be operated under our name.—Davis Bros. & Christian.

Peoria, Ill.—Mrs. Geo. L. Bowman, wife of Geo. L. Bowman, a member of the Board of Trade, died May 3 after a short illness.

Woodson, Ill.—The Woodson Farmers Elvtr. Co. incorporated; capital stock, \$12,000. Hugh Hagen, of Jacksonville, will be the mgr.

Moweaqua, Ill.—The McKenzie Grain Co. incorporated; capital stock, \$45,000; incorporators, Gid A. McKenzie and A. E. McKenzie.

East St. Louis, Ill.—Frederick H. Krite, for over 50 years sec'y of the Hezel Mlg. Co., died Apr. 14 after an illness of only a few days.

Haynes Siding (Illioopolis p. o.), Ill.—The elvtr. of the American Grain Co. was struck by lightning recently. The fire was quickly extinguished.

Rantoul, Ill.—J. C. McCrea, formerly mgr. for the Rantoul Grain Co., is now a licensed federal corn inspector and is located at Clinton, Ia.

Waverly, Ill.—The elvtr. being built by W. R. Turnbull is practically completed. It is of reinforced concrete, and was designed by Miller & Holbrook.

Randolph, Ill.—The Randolph Co-operative Grain Co. incorporated; capital stock, \$10,000; incorporators, W. F. Mecherle, Roland White and others.

Pierson Station, Ill.—I have removed here from Indianapolis, Ind., and have taken the management of the Pierson Grain & Supply Co.—H. C. Clark.



Fidelity, Ill.—The Fidelity Co-operative Grain Co. incorporated; capital stock, \$10,000. T. H. Craig is pres. of the company, and C. H. Yocom is sec'y.

Peoria, Ill.—On Monday, May 6 Mrs. A. W. Harwood, wife of A. W. Harwood, a member of the Board of Trade, died after an illness of several weeks.

Del Rey, Ill.—The Farmers Grain Co. has finished repairing the South Elvtr., and has let contract for the construction of a concrete coal house.—Maddin Bros.

Tuscola, Ill.—The elvtr. we bot recently from Mr. Abrams is the I. C. We have just installed a drier and other up-to-date equipment.—Chambers & Foote.

Jenkins, Ill.—We are building an addition to our elvtr. at this place, doubling its capacity, and also are building new coal bins.—Kenney Elvtr. Co., Kenney.

Smithshire, Ill.—The Farmers Elvtr. Co., which was reported last fall to be contemplating entering the grain business, failed to perfect its organization.

Nokomis, Ill.—The Nokomis Farmers Co-operative Grain Co. incorporated; capital stock, \$20,000; incorporators, Charles H. Westphal, William Herzog and others.

Kewanee, Ill.—W. B. Cavanaugh has remodeled his office, making it very comfortable and convenient. He will install an electrically operated cash register.—L.

Kewanee, Ill.—The Kewanee Farmers Elvtr. Co. is installing a new electrically operated cash register. The company also will build a coal shed this summer.—L.

Swan Creek, Ill.—We have installed a 4-ton Howe Ball Bearing Wagon Scale and will install a manlift and a new dump in June.—Bader & Co., D. R. Warren, agt.

Galesburg, Ill.—L. L. Steele has retired from the Anderson-Steele Realty Co., the Inland Grain Co., and allied partnerships. He will re-enter the insurance business.

Filson, Ill.—F. A. Warren, of Tuscola, and Herman Ray, of Arthur, who recently bot the elvtr. at this place, resold it recently to the National Elvtr. Co., of Indianapolis.

Rumpler sta. (Odgen p. o.), Ill.—A Farmers Co. has been organized here. The company has secured a building site and will erect a new concrete elvtr. this summer.

Pontiac, Ill.—The Farmers Grain Co. is repairing its elvtr., installing new machinery and raising the cupola to assist in loading cars. Geo. Saathoff is doing the work.

Enright sta. (El Paso p. o.), Ill.—The El Paso Elvtr. Co. is repairing its elvtr., installing new machinery, and building a 20,000-bu. addition. Geo. Saathoff is doing the work.

Morris, Ill.—We are going to build a new brick office and have purchased property on which to erect a coal yard and buildings for other side lines.—Farmers Square Deal Grain Co.

Bondville, Ill.—A. M. Kirk & Co. are taking down a portion of their old elvtr. and will build a 20,000-bu. addition in its place. The Decatur Construction Co. is doing the work.—L.

Oso, Ill.—Mr. Roberts, of Roberts & Meyers, is looking after the business while George Meyers is in the hospital at Rock Island, where he recently submitted to an operation.

Crawford Siding (Maroa p. o.), Ill.—W. C. McGuire is building a 12,000-bu. corn crib, equipped with a dump and a hiker operated by a 10-h.p. G. E. Motor. The Decatur Construction Co. is doing the work.—L.

Sidell, Ill.—The recent report stating that C. G. Lough had resigned as mgr. for the Sidell Farmers Elvtr. Co. to remove to Atwood was incorrect in that Mr. Lough was ass't to Mgr. Otis J. Bear, and not the mgr.

Atwood, Ill.—C. G. Lough, who recently became mgr. for the Atwood Grain Co., was incorrectly reported to have been the mgr. for the Sidell Farmers Elvtr., at Sidell. Mr. Lough was ass't to Mgr. Otis J. Bear at Sidell.

Lovington, Ill.—We are installing an electric motor in our elvtr., and will build a private office in connection with our old office.—Lovington Grain Co., G. L. Lindsay.

Andres, Ill.—The Andres-Wilton Farmers Grain & Supply Co. will incorporate under the new co-operative law, and the capital stock will be increased from \$15,000 to \$30,000.

Welton, Ill.—The report that Miesenhelder Bros. had bot the elvtr. of S. Q. Hooks is not correct, the elvtr. which changed hands being the elvtr. of the J. G. Welton Grain Co., at Palestine.

Walton, Ill.—H. M. Norris, formerly of Ladd, is the new mgr. for the Walton Equity Exchange. F. W. Whitmore, who has been managing the business, is now located at Harmon.

Fidelity, Ill.—Have sold my elvtr. at this station to the Fidelity Co-operative Grain Co., and will give possession as soon as I can clean out the grain I have on hand.—J. T. Darnielle, Piassa.

Stockland, Ill.—J. Sumner & Sons are building 2 round wooden oats storage tanks with combined capacity of 40,000 bus. The Burrell Engineering & Construction Co. has the contract.

Melvin, Ill.—L. E. Mast has resigned his position as mgr. for the Farmers Elvtr. Co., to accept a position with the government. Wm. Buckholz is in charge of the business until a new mgr. is secured.

Mt. Sterling, Ill.—The elvtr. of John McPhail & Co. is being repaired and overhauled. New machinery, including 2 G. E. Motors, will be installed. The Decatur Construction Co. is doing the work.—L.

Bourbon, Ill.—J. A. Davis, who recently bot the elvtr. of Davis & Ray, has been offered the management of 3 elvtrs. by his brother, C. E. Davis, of Sullivan, and probably will remove to Sullivan soon.

Warrington sta. (Kansas p. o.), Ill.—We are rebuilding our elvtr. at this station, adding a crib 120 feet long, and are installing a new boiler and engine and Union Iron Works machinery.—Brocton Elvtr. Co., Brocton.

Aledo, Ill.—The Farmers Grain & Coal Co., a newly organized company of farmers, has bot the grain and coal business of T. J. Heald. P. T. Farm is pres. of the company; Charles Pfizenmaier is sec'y; and Wm. Denen is mgr.

Cadwell, Ill.—We are building a 20,000-bu. addition to our elvtr. for handling ear corn, also installing a new elvtr. leg, dumps, and a No. 23 Western Sheller. A cob burner, 14x35 feet, is being built.—W. O. Potter, mgr. C. E. Davis.

Lake City, Ill.—The Lake City Farmers Co-operative Grain & Merc. Co. incorporated; capital stock, \$25,000; incorporators, A. L. Wilt, pres., H. A. Champion, sec'y-treas., and others. The company plans to buy or build an elvtr. at this place.

Kankakee, Ill.—The Kankakee Farmers Grain & Supply Co. incorporated; capital stock, \$20,000; incorporators, William G. Schilling, Charles Asher, and G. W. Vaughn, Jr. The company will build a grain elvtr. with a capacity of 35,000 bus.

Raymond, Ill.—The Oberle Elvtr., one of the old landmarks of this place, has been wrecked to make room for the new concrete elvtr. of the Farmers Grain, Hay & Supply Co. The new elvtr. will be fireproof with a tower 96 feet above ground. It will cost \$20,000.

Herscher, Ill.—Things have been at a standstill for some time, capital being hard to raise because all the farmers are buying Liberty Bonds with their loose money. Nothing definite at this time about when Farmers Elvtr. Co. will enter business.—Gordon Peterson.

Ulrich sta. (Lovington p. o.), Ill.—The Farmers Grain & Produce Co., which was recently reported to have incorporated at Lovington, will build an elvtr. at this station, which is on the Vandalia. W. L. Bailey is active in promoting the company.—Lovington Grain Co., Lovington, G. L. Lindsay.

Wilmert Siding (Lincoln p. o.), Ill.—We have remodeled the inside of our house and increased the capacity to 1,500 bus. A new Richardson Automatic Scale and a new loading spout have been installed.—Township Line Grain Co., S. L. Nutty, mgr., Evans sta., (Lincoln p. o.).

Zearing, Ill.—The Arlington Grain Co., of Arlington, is building a 10,000-bu. cribbed iron clad elvtr. at this place. Equipment will include 1 leg with 7x14 buckets, a 2,000-bu. Richardson Automatic Scale, 8-ton Howe Dump Scale, and a 10-h.p. G. E. Motor. Geo. Saathoff has the contract.

Fairview, Ill.—W. H. White, former mgr. of this company, is now pres. and W. R. Willcoxon is now mgr. The latter is adding new office equipment and systematizing the office work. Buckley & Co. at this place are reported to have discontinued business. Geo. Prall is the retiring mgr.—Farmers Elvtr. Co.

The Illinois State Civil Service Com'n will hold an examination, June 15, 1918, for a grain laboratory supervisor; salary \$200 to \$250 a month. Open to persons over 25. At least one year's experience in grain laboratory work required. Applications must be on file in Springfield before 5 p. m. Saturday, June 8, 1918.

Cairo, Ill.—The Hastings, Stout Co. has let contract for the construction of 6 reinforced concrete storage tanks with a capacity of 120,000 bus. The work is to be started at once and is to be completed in 40 days. This will give the company storage capacity of 160,000 bus.—W. S. Powell, chief inspector Board of Trade.

Chebanse, Ill.—We have let contract to Ballinger & McAllister to install the following improvements in our elvtr.: a steel tank, Hall Signalling Distributor, rope drive and a manlift. We will also cover the elvtr. with galvanized iron. The company has accepted the agency for steel fence posts.—Chebanse Grain & Coal Co.

Onarga, Ill.—E. L. Wheeler, of this firm, died Apr. 28. He had been engaged in the grain and coal business here since 1896, and was active in the business until 3 months before his death, when he had to give up work because of failing health. I have been managing the business for the past 3 months, and expect to continue in the same capacity.—O. W. Maddin.

Galesburg, Ill.—A. R. Anderson and E. B. Holmes have bot from L. L. Steele his interest in the Inland Grain Co., of this place, and in the firm of A. R. Anderson & Co., Rio; Harley Woolsey & Co., Douglas, and C. E. Graves & Co., Weston. The Inland Grain Co. operates a line of elvtrs., and a plant is conducted at each of the towns named under the style of firm shown.

Palestine, Ill.—We have bot the elvtr. of the J. G. Welton Grain Co. The house is located just across the tracks from our mill and elvtr., and we intend to rebuild it, and tunnel under the tracks so that the elvtr. may be used for storage for the mill. It is possible that we will install a drier, and we will use 2 motors to furnish power, keeping the gasoline engine for emergency use.—Miesenhelder Bros.

Osbornville, Ill.—We have recently installed a Boss Car Loader, and Hight & Cline will soon begin the erection of their new elvtr., which is to be of 35,000 bus. capacity. C. P. Craig, one of our employees, met with a serious accident Apr. 20, when he was thrown against a highway fence from the motorcycle which he was riding. His skull was fractured, but he will recover.—Mt. Auburn & Osbornville Grain Co., Otto F. Young, mgr.

Stronghurst, Ill.—The Stronghurst Grain & Mdse. Co. has commenced the construction of a brick office, 14x28 feet. The building will rest on a heavy concrete foundation and will be fire-proof in every particular. Besides the manager's office and scale room the building will contain a large reading room, furnished with comfortable furniture for the use of patrons who have a little time to spend in town. This part of the office will also be utilized



for the monthly directors' meeting.—J. M. Anderson, mgr.

#### CHICAGO NOTES.

The Goose Island plant of the American Malting Co. has been sold to a building material firm, who will take it down.

The Board of Trade adjourned at noon Apr. 26 and the members and clerks made a good showing in the Liberty Loan Parade.

The rate of interest for advances on grain Bs/L has been set by the finance com'te of the Board of Trade at 7% per annum.

From Pres. A. Stamford White to the messenger boys, every employe of the Board of Trade has subscribed to the Third Liberty Loan.

James P. Ryan, formerly with ReQua Bros., has become identified with J. E. Brennan & Co. and will handle the firm's cash grain business.

Robt. F. Newman has resigned his position with the J. Rosenbaum Grain Co., and is in training at Camp Gettysburg, Pa., as a member of the tank corps.

In the case of William Lanyon, of St. Louis, against James E. Bennett & Co. and the Board of Trade, Judge Landis decided May 6 in favor of James E. Bennett & Co. and the Board of Trade.

New members admitted to the Board of Trade Clearing House are as follows: E. Z. Zippermann, and John E. Brennan & Co. The latter firm has succeeded Brennan & Carden in the grain com'isn business.

When William Simons, of the Sawers Grain Co., appeared at the Board of Trade Apr. 19 he was showered with congratulations from every one. It was because of twin girls who had arrived at his home. Twin boys head the family with twin girls at the foot.

John P. Prather and Page Hill have applied for membership in the Board of Trade, Alfred Hill, George H. Clearman, M. D. Marlett, H. S. Austrian, G. D. Tanner, Jr., and W. S. Brainerd have been admitted to membership, and the memberships of Frederick W. Goessle, P. W. Seipp, Sigmund Liebenstein, the estate of A. N. Young, F. Vullmann, formerly of the American Malting Co., Henry Hentz, Jos. N. Carpenter, Wm. A. Hutton, Chas. B. Slade, L. A. Brosseau, Frank Kidder and E. S. Waterbury have been posted for transfer.

#### INDIANA

Frankfort, Ind.—I have removed to this place from Rossville.—Otto Lefforge.

Wabash, Ind.—We are installing a man-lift in our elvtr.—The Morrow Grain Co.

Vincennes, Ind.—The South Side Elvtr. Co. has filed preliminary certificate of dissolution.

Rossville, Ind.—Otto Lefforge has removed to Frankfort, having sold his elvtr. at this place.

Evansville, Ind.—A meeting of grain dealers of this section of the state was held here Apr. 30.

LaFayette, Ind.—Mrs. William B. Foreman, wife of the head of the W. B. Foreman Co., died Apr. 29.—C.

La Otto, Ind.—J. Keller & Co. are repairing their elvtr. The Reliance Construction Co. is doing the work.

Herr, Ind.—Herr & Jenkins have let contract to the Reliance Construction Co. for the erection of a 35,000-bu. elvtr.

Peabody, Ind.—The elvtr. of Stiefel & Levy is being repaired. The Reliance Construction Co. is doing the work.

Largo, Ind.—We are installing new man-lift, conveyor and automatic scale in our elvtr. at this place.—The Morrow Grain Co.

Effner, Ind., (Sheldon, Ill. p. o.)—An elvtr. is to be built at this place, but I do not know who is going to build it.—C. Kimball.

La Porte, Ind.—I expect to install a new feed grinder during the summer.—E. R. Adams, La Porte Grain & Electric Co.

Winchester, Ind.—E. S. Goodrich, of the Goodrich Bros. Grain & Hay Co., has been elected pres. of the Randolph County Bank.

Geneva, Ind.—The Geneva Equity Exchange will build a 30,000-bu. elvtr. The Reliance Construction Co. has the contract.

Fountain City, Ind.—The Wayne Grain & Threshing Co. incorporated to deal in grain and other products; capital stock, \$5,000.

Cory, Ind.—I have sold out. No mill is running here now. Paul Kuhn & Co. of Terre Haute, operates an elvtr. here.—W. H. Moyer.

Charlottesville, Ind.—We are remodeling this year and have everything bot. It is a job left over from last year.—Reeves Grain & Fuel Co.

Rolling Prairie, Ind.—The Rolling Prairie Grain Co. will make improvements in its elvtr.—E. R. Adams, La Porte Grain & Electric Co.

Frankfort, Ind.—We have purchased the elvtr. of R. N. Wallace at this place.—Vandalia Coal & Grain Co., Herman Roth-enberger, mgr.

Randolph sta. (Deerfield p. o.), Ind. Veith Bros. have sold their elvtr. at this place to Richards & Ross, of Glen Karu, O., for \$10,000.

South Milford, Ind.—Jay P. Strock bot the elvtr. of Keller & Co. at this place, and will take possession June 1.—Frank Strock, Ashlev.

Cortland, Ind.—The new corn mill erected in connection with our elvtr. is now in operation.—Shields & Blish, John Bowen, auditor.

Cambria, Ind.—We will do some remodeling on our elvtr. at this place, installing a new cleaner and a loader.—E. C. Ogle & Co., Moran.

Russville, Ind.—We are doing away with the steam plant in our elvtr. at this station, installing a 25-h.p. Fairbanks Morse Motor.—A. E. Betts & Son.

Centerville, Ind.—We are equipping our elvtr. thruout with electric power, and expect to have it ready to operate by June 1.—Creitz & Deardoff, R. J. Deardoff.

Delphi, Ind.—Cloyd Kerlin has sold a half interest in his elvtr. in this city to Charles R. Lane. The business will be conducted under the firm name of Kerlin & Lane.

Converse, Ind.—Knox & Boyd are repairing their elvtr. and installing up-to-date equipment and electric power. The Efficient Erecting Co. is doing the work.

Stroh, Ind.—Perkins Bros. have let contract to the Reliance Construction Co. for the remodeling and repairing of their elvtr. its capacity is to be increased to 15,000 bus.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. has let contract for the erection of 12 new concrete storage bins, which will be connected with the present elvtr.

Rossville, Ind.—Mattix & Reveal are equipping their elvtr. with up-to-date machinery, and installing a gasoline engine. The Efficient Erecting Co. is doing the work.

Eaton, Ind.—We have taken over the business of the Eaton Grain Co. at this place and at Shideler, and will take possession shortly.—Stiefel & Levy, Ft. Wayne.

Shideler, Ind.—We have taken over the business of the Eaton Grain Co. at this place and at Eaton and will take possession soon, and will handle grain, coal, hay and feed.—Stiefel & Levy, Ft. Wayne.

Haubstadt, Ind.—We are installing a Clipper Cleaner, operated by electric power, in our warehouse. Ballard & Magenheimer have discontinued the use of gasoline power at their elvtr., installing electric power to take its place.—Theodore A. Stimkel, agt. Akin-Erskine Mlg. Co.

Clarks Hill, Ind.—Work of rebuilding the Big Four Elvtr., owned by the Davis Grain Co., has been started. The building will be equipped with new machinery and its capacity increased, and a fireproof engine house will be built.

Elwood, Ind.—We are now fully installed in our new office over the Elwood Trust Co. This office has the selling end of our company, as well as a general track buying business and wholesaling of feeds, etc.—Windfall Grain Co.

Evansville, Ind.—Julius O. Artes, who has been mgr. of the Union Elvtr. of this city for 37 years, has missed but a few days from his work in all that time. He is one of the best known elevator men in Southern Indiana.—C.

Shelbyville, Ind.—William Snyder, mgr. of the elvtr. of Richards & Lawson, sustained a broken leg recently when he was caused to fall by the breaking of a board upon which he was standing while working on some of the machinery at the elvtr.

Fremont, Ind.—There is talk of St. Joseph Valley R. R. being taken up, and if this is done the elvtr. of Sheddon & Miller, at Orland, and that of the Home Grain Co., at Berlien (Angola p. o.) will have to be discontinued, as they will have no transportation facilities.—Hammel Mlg. Co.

Pleasant Mills, Ind.—In the near future I will build an addition to the elvtr., of which I now am sole owner, having purchased the interest of Sovine Mauller & Co. I had intended to build this year, but on account of scarcity and high prices of materials I will wait a while.—A. M. Mauller.

Pine Village, Ind.—The Pine Village Grain Co. incorporated; capital stock, \$26,100; incorporators, James E. Morrison, Evert P. Finch and Fred S. McBroom, members of the firm of Finch & Morrison, Hillsboro. The company has purchased the elvtr. at this place, and Fred McBroom will be resident mgr.

Cortland, Ind.—H. T. Finley, who was mgr. for this company at this place, has enlisted in the service, and is taking the mechanics' course at Purdue University. Willard Frank, ass't mgr., has been selected in the quota for Jackson County and left for Camp Taylor Apr. 30.—Shields & Blish, Sardinia, John Bowen, auditor.

Troy, Ind.—The corporate name of the elvtr. of Peter Backer & Son has been changed to Peter Baker & Son. The concern has added a new hay warehouse of 1,000 tons capacity, also a new corn crib of 12,000 bus. capacity. The hay warehouse is equipped with elevating and conveying device direct from the Ohio River to the building and from there to cars.

Milroy, Ind.—Thomas Bottorff, who formerly operated the Enterprise Mlg. & Elvtr. Co. here, was discharged in circuit court recently when the prosecuting witness, in the case of the state against Bottorff, accused of selling stored grain, filed a written motion setting forth the opinion that the charge in the indictment could not be proved. It is said to have been proved in the trial of Mr. Bottorff on a similar charge, of which he was acquitted, that another prosecuting witness had filed a claim with the referee in bankruptcy against Mr. Bottorff, which the jury decided was an admission that the wheat had been sold to Mr. Bottorff, and not stored, and that damages might only be had thru a civil action.

Buck Creek, Ind.—An agreement has been entered into between Robert Alexander and the Buck Creek Farmers Co-operative Ass'n whereby the company is to become the owner of the elvtrs. of Robert Alexander at Colburn and this place. The Buck Creek Ass'n had planned to erect a new elvtr. but the state council of defense held that the improvement was not essential at this time and entrusted the matter to J. O. Beck, pres. of the Tippecanoe county council of defense for amicable adjustment with the result above stated. Each party is to select a member of an appraisement commission and these 2 men



will choose an umpire and proceed to place a fair estimate upon the property in question. This price, plus a stipulated amount for the good will of the business, will be the purchase price, a contract having been entered into to that effect.

## INDIANAPOLIS LETTER.

The following shippers have been admitted to membership in the Indiana Grain Dealers Ass'n: Welborn Grain Co., Princeton; C. J. Gladish & Son, Petersburg.—Chas. B. Riley, sec'y.

The Acme-Evans Mfg. Co. has taken out a building permit for the erection of 3 concrete grain storage tanks, the 3 tanks to occupy a space of 339 square feet at the base, and each to be 100 feet high. The cost will be \$40,000.

## TERRE HAUTE LETTER.

I have resigned my position with the Vigo Elvtr. and am now a licensed grain inspector.—W. F. Freeman.

We have sold our plant to the Commercial Solvents Corporation, who will operate it as an acetone distillery.—The Commercial Distilling Co.

Bert J. Prater, of the Prater-Mottier Grain Co., has filed a voluntary petition in bankruptcy in federal court, giving the company's assets at \$13,602 and its liabilities as \$63,302. Appointment of a receiver for the company had previously been asked by Harry Mottier, another member of the company. It also is said that John R. Connelly, who has been appointed receiver, has filed suit for \$7,000 against Mr. Prater charging they had taken funds to that amount from the treasury of the company for their personal use.

## IOWA

Ralston, Ia.—The Farmers Elvtr. Co. will purchase a powerful tractor.

Stout, Ia.—The Farmers Elvtr. Co. will build a residence for its mgr.

Carroll, Ia.—A 30,000-bu. elvtr., will be built by the Farmers Elvtr. Co.

Roland, Ia.—O. M. Anenson has sold his elvtr. to T. Thompson and Osmund Thompson.

Gridley, Ia.—I will install a new leg and an engine in my elvtr.—W. R. Fleming, Algona.

Madrid, Ia.—Work is progressing rapidly on the elvtr. under construction by Soderlund Bros.

Clinton, Ia.—I am now a licensed federal corn inspector and am located in this city.—J. C. McCrea.

Fort Dodge, Ia.—The Farmers Elvtr. Co. will install a 22-ft. 10-ton Fairbanks dump scale in its elvtr.

Swaledale, Ia.—John C. Jindrich contemplates building hollow tile storage tanks at his elvtr.

Emmetsburg, Ia.—The new elvtr. of the Quaker Oats Co. has been completed and placed in operation.

Sutherland, Ia.—The Sutherland Grain & Supply Co. has increased its capital stock from \$25,000 to \$50,000.

Atlantic, Ia.—The Rothschild Grain Co. will build a 25,000-bu. up-to-date elvtr. in this city.—F. J. Nichols.

Dedham, Ia.—The B. H. Shute Co. has sold its elvtr. and lbr. business to Zitzlsparger, Finnegan & Co.

Primghar, Ia.—The elvtr. of the Primghar Lbr. Co. was recently sold to Mr. Alexander, of South Dakota.

Paullina, Ia.—Walter Green, formerly of Primghar, is now mgr. of the elvtr. of the Farmers Grain & Supply Co.

Eagle Grove, Ia.—The Independent Grain Co. contemplates erecting a concrete elvtr.—Clarion Farmers Elvtr. Co.

Tingley, Ia.—I have sold my elvtr. to H. W. Ferguson, and am undecided as to what I will do.—G. G. Garver.

Alton, Ia.—We have built an engine room in connection with our elvtr.—Klein Bros. Grain Co., H. W. Klein.

Casey, Ia.—Work is progressing rapidly on the new elvtr. of the Union Lbr. Co. and it soon will be ready for operation.

Beaver, Ia.—The Farmers Co-operative Elvtr. Co. has bot land and let contract for the construction of a residence for its mgr.

Garner, Ia.—C. H. Nelson is pres. of this company and A. E. Kattes is sec'y.—Farmers Co-operative Society, F. W. Sterff, mgr.

Inwood, Ia.—The Farmers Co-operative Co. is rebuilding its 25,000-bu. elvtr. The Younglove Construction Co. is doing the work.

Wann, Ia.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, A. F. Klomworth and others.

Germania, Ia.—I will install a new leg, an electric motor, and about 60 feet of screw conveyor in my elvtr.—W. R. Fleming, Algona.

Sioux City, Ia.—The elvtr. and drier plant of the King Elvtr. Co. has been completed. The Younglove Construction Co. did the work.

Libertyville, Ia.—We have discarded the old engine in the Rock Island Elvtr. at this place and are installing a new 30-h.p. kerosene engine.—A. H. Miller.

Bristow, Ia.—The elvtr. of the Farmers Elvtr. Co. at this place will be a 20,000-bu. iron clad cribbed house. I have been engaged as mgr.—S. Young.

Voorhies, Ia.—The Voorhies Co-operative Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, John Rohde, pres., E. B. Mullen, sec'y, and others.

Paton, Ia.—The coal sheds adjoining the elvtr. of Huey, Sells & Co., were burned recently. Prompt work on the part of the local fire dept saved the elvtrs.

Arthur, Ia.—There is no such person here as the Luther Larimer, of Lytton, who is reported to be the new mgr. for this company.—Trans-Mississippi Grain Co.

Shambaugh, Ia.—The Farmers Mfg. & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, S. J. Danskin, pres., R. W. Cormack, gen'l mgr. and sec'y, and others.

Ireton, Ia.—Work is progressing rapidly on the enlarging and improving of the elvtr. of R. L. Staben, for which contract was recently let to the Younglove Construction Co.

Glidden, Ia.—I have been engaged as mgr. for the Glidden Farmers Elvtr. Co. for the 13th year. We installed a new 5-ton Fairbanks Scale a short time ago.—J. C. Riedesel.

Voorhies, Ia.—The Voorhies Co-operative Co. is the successor to A. Simonsen. No new building will be erected, but the present elvtr. will be repaired.—Voorhies Co-operative Co.

Wallingford, Ia.—M. L. Soeth is pres., and Ed. Olson, sec'y, of the Farmers Elvtr. Co. which recently engaged in the grain business at this place. The company operates a 35,000-bu. elvtr.

Ames, Ia.—Luther Olson has just been employed by us as bookkeeper and general clerk. He was formerly employed in a store at Roland.—Ames Grain & Coal Co., J. M. Munsinger, mgr.

Clarion, Ia.—We have our concrete elvtr. nearly completed, and expect to begin operating it by June 1. The Newell Construction & Machinery Co. is doing the work.—Clarion Farmers Elvtr. Co.

Nashua, Ia.—I am now mgr. for the Nashua Equity Co-operative Ass'n. We are contemplating installing a device for moving cars other than by means of an engine or car puller.—M. V. Perry.

Sibley, Ia.—We are rebuilding our elvtr., increasing the capacity from 12,000 bus. to 15,000 bus. When completed it will be up-to-date in every respect, with asbestos siding, cement floors under the entire building and with power furnished by 10-h. p. motor thru rope drives. The Younglove Construction Co. has the contract.—L. B. Spracher & Co.

Bagley, Ia.—We are getting material on the ground for the construction of a 20,000-bu. hollow tile grain tank. It is to be completed for the new oats crop.—Farmers Elvtr. Co., E. S. Warner, ass't mgr.

Des Moines, Ia.—A movement is under way by local grain dealers to organize a grain exchange. M. McFarlin, Clark Brown, Geo. A. Wells, O. F. Bast and others are interested in the project.

Ida Grove, Ia.—Construction work is well advanced on the 20,000-bu. elvtr. and the pop corn loading dump and elvtr., for which D. A. Shorrett recently let contract to the Younglove Construction Co.

Hobart, Ia.—At a meeting of farmers of this vicinity held recently a temporary organization for a Farmers Elvtr. was formed. Gee Baier was elected temporary chairman and Walter Scooby, temporary sec'y.

Madison, Ia.—Frank Sloan has succeeded me as mgr. for the Union Grain & Seed Co., and I have removed to Lone Tree, where I am mgr. for the Lone Tree Farmers Union Exchange.—J. R. Griffin, Lone Tree.

Aredale, Ia.—The Farmers Inc. Co-operative Society is building a new lumber shed, and will add lumber and building material as a side line to the grain business. The new shed is 55x56 inclosed, and is just about completed.—H. R. Stock, mgr.

Des Moines, Ia.—The feasibility of organizing a Board of Trade, and of the erection of a 1,000,000 bu. grain elvtr. in this city was discussed recently when the grain group met at the Chamber of Commerce. M. McFarlin is chairman of the group.

Mason City, Ia.—A jury in district court recently awarded judgment to Lamson Bros. & Co., of Chicago, for the balance due on a contract for wheat for future delivery. The amount of the contract, with interest, was made the amount of the judgment.

Cedar Rapids, Ia.—This company has been incorporated with capital stock of \$50,000 to take over the business of the Jackson Grain Co. and the Cereal Products Co. We will install new track scales, a drier and new roller mills.—Jackson Grain & Mill Co.

Lamoni, Ia.—The elvtr. for which the Farmers Grain & Seed Co. recently let contract to the Younglove Construction Co. has been completed and is in operation.

Coons Rapids, Ia.—Construction work has started on the 25,000-bu. elvtr. for which the Farmers Elvtr. Co. recently let contract to the Younglove Construction Co.

Green Mountain, Ia.—The Farmers Elvtr. Co. will erect a brick fireproof office building to take the place of the old quarters the company is now occupying. The building will be 2 stories and basement with ground dimensions 24x30 feet. It is estimated that the cost will be about \$5,000. The building is expected to be finished by July 1.



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GRAIN COMMISSION  
MILWAUKEE



Massena, Ia.—The Massena Grain Co., which has let contract for the erection of a 25,000-bu. elvtr., has been incorporated with a capital stock of \$20,000. A. Rothschild, of Atlantic, is pres., and Dorothy Paulson, of Atlantic, is sec'y-treas. W. D. Bell will be mgr.

Cedar Rapids, Ia.—George Ingram was caught and crushed to death between the passenger lift and the second floor of the plant of the Quaker Oats Co. recently. It is not known how the accident happened, as the first knowledge of it came when workmen found his body wedged in and preventing the lift from operating.

## KANSAS

Woodbine, Kan.—We have installed an electric motor.—Woodbine Grain Co.

Parsons, Kan.—The Parsons Mill & Elvtr. Co. incorporated; capital stock, \$12,500.

Horton, Kan.—The erection of an elvtr. at this place is contemplated by the local grange.

The annual convention of the Kansas Grain Dealers Ass'n will be held at Topeka, May 28-29.

Bigelow, Kan.—The Farmers Co-operative Grain Co. is the owner of my old stand.—J. G. Chitty.

Zenda, Kan.—A. A. Johnston has succeeded J. C. Case as mgr. for the Zenda Grain & Supply Co.

Alton, Kan.—We intend to repair our elvtr., and to enlarge it.—Farmers Elvtr. Co., W. H. Gray, mgr.

Syracuse, Kan.—O. R. Reeve has succeeded P. S. Suttle as mgr. for the Syracuse Mill & Elvtr. Co.

Burns, Kan.—We are contemplating installing a new gas engine to replace the one now in use.—J. C. Lilley & Co.

Reager sta. (Norton p. o.), Kan.—I am retiring from the grain business.—J. B. Shepherd, Agt. Henry Westernman.

Bunker Hill, Kan.—The elvtr. of the C. E. Robinson Grain Co. burned recently. Plans for rebuilding are being considered.

Plainville, Kan.—Geo. Stewart, who has been mgr. for the Farmers Elvtr. Co., is now elvtr. mgr. for the Arkansas City Mfg. Co.

Patterson, Kan.—The Patterson Co-operative Elvtr. Co. has let contract to the White Star Co. for the construction of an elvtr.

Oberlin, Kan.—I intend to install an oil engine. It has been purchased and will be installed in June.—H. Q. Banta, Oberlin Roller Mills.

Whitewater, Kan.—It is reported that the Whitewater Mill & Elvtr. Co. has sold out its business at this place.—H. C. W. Griffith, Annelly.

Cunningham, Kan.—The Farmers Grain & Elvtr. Co. is installing a feed grinder and 25-h.p. oil engine.—Cairo Co-operative Equity Exchange.

Sawyer, Kan.—E. J. Hull, formerly mgr. for the Farmers Co-operative Exchange, of Home City, is now mgr. for the Sawyer Equity Exchange.

Fostoria, Kan.—The elvtr. of Len. F. Dye has been sold to Fred Bangert and Carl S. Gillett, who are operating it with Mr. Gillett as mgr.

Hackney, Kan.—The Hackney Co-operative Union Ass'n will build an elvtr. Contract for the construction has been let to the White Star Co.

Cedar, Kan.—The Smith County Farmers Union will build a new elvtr., work to start next month.—W. H. Morrison Elvtr., B. G. Morrison, agt.

Atchison, Kan.—W. S. Washer, pres. of the Board of Trade, attended the conference of grain men called by Julius Barnes in New York.

Buhler, Kan.—We are building a 60,000-bu. concrete storage house here. The Burrell Engineering & Construction Co. is doing the work.—Buhler Mill & Elvtr. Co.

Bunker Hill, Kan.—We are contemplating installing a new engine and cleaner in our house at this place.—Ellsworth Mill & Elvtr. Co., Ellsworth.

Cimarron, Kan.—We have increased the capacity of our elvtr. 3,000 bus., and are installing a 10-h.p. motor.—C. C. Isely Lbr. Co., J. E. Mackey, sec'y.

Ramona, Kan.—The Ramona Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Henry Kleiber, Henry Schnell and others.

Cairo, Kan.—The J. B. McClure Grain Co. will not rebuild its mill and elvtr. which were burned in February.—Cairo Co-operative Equity Exchange.

Spivey, Kan.—The elvtr. of the Bolln-Hall Grain Co. has changed hands and is now owned by the Red Star Mfg. Co.—W. O. Cook, mgr., Red Star Mfg. Co.

Ellinwood, Kan.—We will as usual do a little repairing to put our elvtr. in good shape to handle the crop.—Ellinwood Grain & Supply Co., K. R. Mohn, mgr.

Summerfield, Kan.—The Craven Grain Co. has installed a 10-h.p. electric motor to operate its elvtr. The work was done by the Birchard Construction Co.

Dresden, Kan.—We contemplate making extensive improvements in our elvtr. if present good crop prospects continue.—Snell Mill & Grain Co., Clay Center.

Fort Scott, Kan.—Owing to the extremely high prices prevailing we will not build the several houses we had contemplated building.—Mead Grain Co.

Garfield, Kan.—We will install 2 motors, a manlift and a car puller in our elvtr. before the new crop starts to move.—Garfield Co-operative Co., W. S. Prather.

Arkansas City, Kan.—Construction work will soon start on the elvtr. of the Arkansas City Union Co-operative Ass'n, for which the White Star Co. has the contract.

Frankfort, Kan.—S. A. Matthews, formerly mgr. for the Farmers Union Elvtr. Ass'n at Crab Orchard, Neb., will remove to this place where he has purchased an elvtr.

Altamont, Kan.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, D. Christman, Oswego, W. H. Woodfolk, Altamont, and others.

Haysville, Kan.—The Larabee Flour Mills Corporation has let contract to the White Star Co. for the construction of an elvtr. to replace its house which recently burned.

Beardsley, Kan.—We are contemplating doing a little repairing on our elvtr., but nothing definite has been decided on.—Beardsley Equity Merc. Exchange, F. E. Sramek, mgr.

Wichita, Kan.—Clark Burd is pres., James G. Dixon, sec'y, and Jesse Nebergall, treas. of the Clark Burd Grain Co., which was recently incorporated with capital stock of \$50,000.

Bluff City, Kan.—I contemplate installing a car loader, new spouting and a cleaner in my elvtr., and will reinforce the building so it will stand the strain imposed by grain.—Emmett Berry.

Home City, Kan.—E. J. Hull, whom I succeeded as mgr. for the Farmers Co-operative Exchange, has removed to Sawyer, where he is mgr. for the Sawyer Equity Exchange.—J. M. Hart.

Fort Scott, Kan.—We have not changed our name, which remains the Fort Scott Grain & Implement Co. The mistake was made by the printer in printing our letterheads.—M. F. Weathers.

Wichita, Kan.—L. E. Raymond has resigned his position with the Wichita Terminal Elvtr. Co., and is now connected with the Bruce Bros. Grain Co.—R. B. Waltermire, sec'y Board of Trade.

Greensburg, Kan.—The Larabee Flour Mills Corporation has repaired and remodeled its elvtr. at this place, and increased its size to 30,000 bus. A manlift has also been installed. The White Star Co. did the work.

Frederick, Kan.—We have let contract to the White Star Co. for the rebuilding of our elvtr. at this place. When completed it will be thoroughly up-to-date.—Ellsworth Mill & Elvtr. Co., Ellsworth.

La Crosse, Kan.—J. B. McClure and F. W. Kathas have purchased the mill at this place and are having it overhauled and repaired. It will be ready to start July 1.—J. B. McClure Grain Co., Hutchinson.

Ellis, Kan.—We have let contract to the White Star Co. for the erection of a 40,000-bu. elvtr. at this place. It will be operated by electricity and will be thoroughly up-to-date.—Ellsworth Mill & Elvtr. Co., Ellsworth.

Atchison, Kan.—The Blair Elvtr. Co. has let contract to the Burrell Engineering & Construction Co. for a new sheller house, of wood construction, and for alterations and the installation of new machinery in its present elvtr.

Sylvia, Kan.—J. B. McClure has sold his interests in the Sylvia Mfg. & Grain Co., of which he was sec'y and business mgr., and with F. W. Kathas has purchased the mill at La Crosse.—J. B. McClure Grain Co., Hutchinson.

Canton, Kan.—We are building a 16x18 foot addition to our office, which will increase its size to 18x26 feet. The office will be equipped with up-to-date office appliances.—Farmers Grain & Supply Co., J. G. Wilson, mgr.

Thawville, Kan.—We are installing an automatic scale and doing some other repair work on the elvtr. which we bot from G. W. Maddin, and will paint the office and install new furniture.—Thawville Farmers Grain Co., L. E. Mast, mgr.

Parsons, Kan.—We expect to extend our business to South Mound and Strauss sta. (McCune p. o.), this season. We will probably buy in at one station and build at the other. We also expect to remodel our plant at this place.—Labette County Farmers Co-operative Merc. Union.

Hannum Spur (Concordia p. o.), Kan.—We have recently purchased the elvtr. property formerly owned by D. Ramsey at this place. The plant is closed now, but we will put it in good repair and have it open for business in July. We may possibly install a new power plant.—Bossemeyer Bros., Superior, Neb., E. Bossemeyer.

Ramona, Kan.—Farmers have organized a co-operative elvtr., to be known as the Ramona Co-operative Elvtr. Co., with a capitalization of \$25,000. Henry Kleiber is pres., and Rufus Book is sec'y-treas. In all probability they will buy the elvtr. owned by Mr. Strickler of that place.—E. D. Clark, mgr. Farmers Grain & Supply Co., Tampa.

Fazine, Kan.—We are no longer connected with the Walnut Creek Mill Co. and do not know who will succeed us. As yet we have not started to build. We are waiting for the kaiser to be licked. If the war keeps on we can probably use the money to better advantage somewhere else. The necessary machinery for the elvtr. has been bot and is on hand.—A. Reinhardt & Son.

Ellsworth, Kan.—We are letting contract for the building of a new 40,000-bu. elvtr. at Ellis, and for the complete rebuilding of our elvtr. at Frederick. Both of these plants will be thoroughly modern and up-to-date. The Ellis elvtr. will be operated by electricity. The White Star Co. has the contract for both. We also expect to place a new engine and cleaner in our house at Bunker Hill.—Ellsworth Mill & Elvtr. Co.

Tonganoxie, Kan.—The Kemper-Fair Mfg. Co. is now the Kramer-Fair Mfg. Co., the Kemper interest having been sold to S. P. Kramer, C. A. Blair and J. M. Blair, of Topeka, and J. E. Kramer, of Wellington. The mill is capitalized for \$200,000. J. R. Fair, who retained his interest in the company, is pres. and gen'l mgr., and J. M. Blair is sec'y. A 500-bbl. flour mill is operated by the company, and another 500-bbl. mill is used in the manufacture of corn products.



Perth, Kan.—We have bot the elvtr. of H. E. Pratt, taking possession Apr. 25. C. E. Stepleton, formerly agt. for the Larabee Flour Mills Corporation at Mayfield, is our mgr. The elvtr. will be improved.—Sumner County Union Co-operative Ass'n.

Wilmore, Kan.—The elvtr. of the Farmers Co-operative Elvtr. Co. has been bot by the Bell Grain Co., a new organization. Elbert Heflin, who was mgr. for the former owner, is a member of the new firm, and he will be in charge of the business.

Rantoul, Kan.—The Rantoul Lbr. & Grain Co. incorporated; capital stock, \$15,000; incorporators, W. G. Tulloss, R. P. Wilson and others. The company has let contract to the White Star Co. for the construction of an elvtr., work on which has been started.

Washington, Kan.—A. T. Ingham, formerly county mgr. of the Washington County Farmers Union Co-operative elvtrs. has become associated with the Mensendieck Grain Co., of Kansas City Mo., as traveling representative, and will travel in northern and eastern Kansas.

Bucklin, Kan.—We have just completed a warehouse and feed-mixing plant in connection with our elvtr. here. The addition is 20x60 feet, 2 stories high with full basement. The plant is equipped with a 3 pair high roller mill, automatic feeders and mixer to handle a mixed feed business.—Gould Grain Co.

Falun, Kan.—We have started the construction of a 17,000-bu. wood frame iron clad elvtr. We will have no mgr. until the elvtr. is completed. In addition to the elvtr. we are erecting coal sheds and a warehouse.—Falun Farmers Union Co-operative Grain, Live Stock & Merc. Ass'n. P. O. Lindblom, pres.

Galva, Kan.—I have tendered my resignation as mgr. for the Farmers Grain & Supply Co. to take effect June 1, and have accepted the management of the Galva Mfg. Co., which has a mill and elvtr. on the Santa Fe. The company has also purchased the elvtr. of the Wall-Rogalsky Mfg. Co., which is located on the Rock Island. I will run these elvtrs. in connection with each other this season. I do not know who the new mgr. for the Farmers Grain & Supply Co. will be. The elvtr. recently purchased will be remodeled, and the mill and elvtr. will be overhauled, new machinery being installed.—J. C. Van Fleet.

## KENTUCKY

Hickman, Ky.—An iron clad corn elvtr., to cost \$5,000, will be built by C. T. Bondurant.

Paducah, Ky.—Fire in the plant of the Paducah Grain & Elvtr. Co. on Apr. 26 did damage of \$20,000. The origin of the fire is unknown.

Paducah, Ky.—A \$15,000 addition will be built by the Lack-Redford Grain Elvtr. Co. in this city. Meal and feed mills will be installed with a daily capacity of 600 bbls. of corn meal and 10 tons of feed.

Henderson, Ky.—In a suit in the county circuit court filed recently by Joseph Higdon against the Henderson Elvtr. Co. and Floyd E. Miller, the plaintiff seeks judgment for \$40,000 alleged to be due him as a portion of the profits of the firm from June 1, 1916, to Mar. 28, 1918, at which date the plaintiff says he was ousted from his position with the firm.—C.

Louisville, Ky.—Work is now progressing rapidly on the construction of the new elvtr. of the Kentucky Public Elvtr. Co. to replace the house burned early in 1917. A reinforced concrete operating house, comprising 28 circular bins and 20 interstice bins, with storage capacity of 258,750 bus. is being built, and the concrete storage tanks which were damaged but not destroyed by the fire are being repaired. The working house will be equipped with 2 receiving legs, 2 shipping legs, 1 separator leg, 2 drier legs and 2 bleacher legs. Six 2,000-bu. Fairbanks Hopper Scales, 1 No. 11 Monitor Separator and 1 No. 11 Monitor Clipper will be installed. There will be

complete equipment of belt conveyors serving between the track shed and the operating house, between working house and bin storage, and between working house and bleacher and drier. An effort is being made to have the plant ready for operation this fall. The Witherspoon-Englar Co. has the contract.

## LOUISIANA

### NEW ORLEANS LETTER.

We are indebted to the Southern Railway System for a pamphlet giving the address of Martin Behrman, mayor of New Orleans, at the National Foreign Trade Conference, Cincinnati, on the subject "The Port of New Orleans," telling what the city is doing and has done to facilitate foreign and domestic commerce, and describing in detail some of the facilities.

We are indebted to H. S. Harring, sec'y of the Board of Trade, for a copy of the 35th annual report of that body for the year ending Dec. 31, 1917. The volume, which contains 120 pages, gives in full the report of the pres., and the several com'tes of the Board of Trade for 1917; also complete statistical data relating to the year's business, as well as a list of the officers and members of the Board of Trade, and much other valuable information.

## MARYLAND

Baltimore, Md.—William P. Harvey, grain merchant and operator, died May 1, aged 80 years.

Baltimore, Md.—Edward Ralph Harris, son of W. E. Harris, has applied for membership in the Chamber of Commerce.

Monkton, Md.—This company, which was recently incorporated with capital stock of \$200,000, contemplates building a 300-bbl. wheat and 150-bbl. corn mill and a reinforced concrete elvtr. at this place. A hydro-electric plant also will be built to furnish power for the mill and elvtr.—Monkton Roller Mills, O. E. McCoy, pres., Mt. Washington.

## MICHIGAN

Eaton Rapids, Mich.—We have bot and will install in our elvtr. an 8-D Clipper Grain Cleaner.—Belden & Co., Inc.

Highland, Mich.—The Highland Elvtr. Co. has discontinued business as its mgr. was called into the service.—McLaughlin Bros., Holly.

Reese, Mich.—F. Humpert has been elected pres. and Alfred Beutow, sec'y, of the recently organized Farmers Elvtr. & Mfg. Co., which is seeking a site for the erection of a plant.

Bad Axe, Mich.—The Bad Axe Grain Co. has started work on a new elvtr. to replace the one burned some time ago. The new house is to be 116x30 feet, of cribbed construction, and iron clad.

Montrose, Mich.—The elvtr. at this place, operated as the Montrose Elvtr. Co., and owned by Chatterton & Son, Mount Pleasant, burned Apr. 30. The building was damaged to the amount of \$3,500.

## MINNESOTA

Westbrook, Minn.—Chas. Passmore has leased the elvtr. of K. Krueger.

Milan, Minn.—B. C. Johnson is now mgr. for the Milan Farmers Elvtr. Co.

Fisher, Minn.—The Fisher Co-operative Elvtr. Co. incorporated; capital stock; \$25,000.

Atwater, Minn.—H. F. Peters has resigned as mgr. for the Farmers Co-operative Elvtr. Co.

Waltham, Minn.—The elvtr. of the Ibings Co. has been bot by W. W. Nemitz, who formerly owned it.

Lake Benton, Minn.—E. A. Bailey has taken charge of the elvtr. of Geo. P. Sexauer & Son at this place.

New Ulm, Minn.—The Eagle Roller Mill Co. will erect a corn drier at its elvtr. at a cost, including building, of \$12,000.

Menahga, Minn.—We have sold our elvtr. at this place to F. J. Johnson.—Park Rapids Fuel & Supply Co., Park Rapids.

St. Cloud, Minn.—The H. C. Ervin Co. has let contract to the Burrell Engineering & Construction Co. for the erection of a concrete mill.

St. Paul, Minn.—C. C. Gray has installed a corn grinding plant at his elvtr., and a similar plant will be installed by the Jameson-Hevener Co.

Marshall, Minn.—The Marshall Mfg. Co. is overhauling its plant in preparation for the coming crop. The T. E. Ibberson Co. is doing the work.

Duluth, Minn.—W. B. Parsons has been admitted to membership in the Board of Trade upon transfer of membership from Walter Gunderson.

New Prague, Minn.—Fire was discovered in the plant of the New Prague Flouring Mill Co. recently but it was extinguished with but little damage.

The 2nd annual short course in elevator accounting will be held at the College of Agriculture, University of Minnesota, the week beginning July 15.

Dale, Minn.—The elvtr. of the Monarch Elvtr. Co. was destroyed by fire May 1, with a loss of about \$10,000. Sparks from a locomotive caused the fire.

Montgomery, Minn.—The Commander Mill Co. is building an addition to its mill, addition to its elvtr., and also installing new machinery. The Hickok Construction Co. has the contract.

Russell, Minn.—The elvtr. of the Independent Farmers Elvtr. Co. is being improved, new legs, an automatic scale and a cleaner being installed. The T. E. Ibberson Co. is doing the work.

Hallock, Minn.—The Hallock Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for the construction of a large annex to its present elvtr. Work will be started as soon as materials arrive.

Westbrook, Minn.—We understand that Charles Passmore has leased the elvtr. of K. Krueger, but the plant is not now in operation and probably will not be for some time.—Bert Milligan, mgr. Farmers Elvtr. Co.

Stillwater, Minn.—The Northland Rye Mills Co. is building a warehouse, an addition to mill, addition to elvtr., concrete tunnel, and also installing new machinery. The Hickok Construction Co. has the contract.

New Ulm, Minn.—The Eagle Roller Mill Co. is building a 5-story addition to the mill which it operates in connection with its elvtr. at this place. Machinery is now being installed. The T. E. Ibberson Co. is doing the work.

Arco, Minn.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for remodeling its plant. Work is now in progress, and a new foundation, new legs and a shingle roof will be added. The house also will be painted and the bins will be reconstructed.

St. Joseph, Minn.—The H. C. Ervin Co. now has under construction 2 reinforced concrete tanks in connection with its elvtr., the storage capacity of which will be increased 50,000 bus. by the new tanks. The Burrell Engineering & Construction Co. has the contract.

Eldred, Minn.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for a 40,000-bu. elvtr., to have 22 bins, 2 legs, large engine, office building containing 3 rooms, a basement under the entire plant, an Ibberson Bin Alarm System, an Ibberson Double Distributing Spout, and several cleaners. Work is to be started at once.

Lakefield, Minn.—The Farmers Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for the erection of an 800-ton combination hard and soft coal handling plant, containing 8 overhead bins, to be erected on its present coal shed site. The plant will be operated by electricity and will have all the latest devices for handling hard and soft coal.



Marshall, Minn.—The plant of the Marshall Mfg. Co. has been equipped for handling corn products, the work having been completed and the plant having been placed in operation. The T. E. Ibberson Co. did the work.

Marshall, Minn.—Extensive improvements have been made to the elvtr. of the Wollin & Eilers Elvtr. Co. A large addition was built on one side of the elvtr., and other repair work was done. The T. E. Ibberson Co. did the work.

Sleepy Eye, Minn.—The 1,200-ton coal handling plant for which the Farmers Elvtr. Co. recently let contract to the T. E. Ibberson Co. is being erected. The plant will be operated by electricity and will have 12 bins, all overhead, for handling both hard and soft coal. The company also will make extensive improvements in its elvtr., putting in new drives, new spouting and making other repairs.

Duluth, Minn.—M. L. Jenks, E. N. Bradley, and H. S. Newell have been appointed members of a com'te to supervise the carrying out of the regulations to control trading on the Board of Trade in grain for future delivery. Each member of the Board of Trade has been asked to report open accounts on his books as at Apr. 30 on which the interest was 5,000 bus. or more. Statements must be made as to the same facts by members of the Board of Trade Clearing House each day in the future, and the reports are to show whether the trades are speculative or for hedging purposes. The com'te will have control of the number of bushels that may be carried by any principal on speculative contracts.

#### MINNEAPOLIS LETTER.

Thomas Wilson Frick, for 20 years a grain dealer in this city, died recently at the home of his daughter in Chicago.

B. H. Woodworth, pres. of the Woodworth Elvtr. Co., has been elected chairman of the local chapter of the Red Cross.

Walter Stanger's membership in the Chamber of Commerce has been transferred to J. A. Haglin. Mr. Stanger is now with the National Army.

A permit for the erection of 2 new reinforced concrete storage tanks for grain and seeds was granted to Northrup, King & Co., May 3. The cost will be \$15,000.

The Electric Steel Elvtr. Co. has recently remodeled 2 of its steel storage bins, and has installed a drier in the 2 bins. The work of remodeling was done by the Minneapolis Steel & Mchy. Co., and the Strong Scott Mfg. Co. installed the drier.

W. P. Devereaux, of the W. P. Devereaux Co., has been appointed Food Administrator of Hennepin County by A. D. Wilson, Food Administrator of Minnesota. Mr. Devereaux will have his headquarters in the Civic and Commerce Ass'n offices.

The Russell-Miller Mfg. Co. is enlarging its milling plant, and this will necessitate the remodeling of the conveyor gallery on the steel elvtr. to the old mill, and thence to the grain storage bins of the Spencer Kellogg Mfg. Co. The Minneapolis Steel & Mchy. Co. will do the work.

#### MISSOURI

Conran, Mo.—Vernal Purcell will build an elvtr. in connection with his mill.

La Grange, Mo.—A 10,000-bu. elvtr. is to be built by W. E. Mitchell, the material being now on the ground.

Carrollton, Mo.—Construction work has been started on the elvtr. of O. A. Talbot & Co. The building is to be 24x32 feet in size.

Hamburg, Mo.—We contemplate selling our elvtr. and devoting all of our attention to our merchandise business.—H. J. Seib Gro. Co.

Elsberry, Mo.—The Farmers Co-operative Elvtr. Co., which was recently organized with capital stock of \$25,000, will build a 35,000-bu. elvtr.

Norborne, Mo.—The R. V. Seward Grain Co., of Kansas City, is building a 50,000-bu. elvtr. here, and expect to have it completed by July 1.—Arch Winkler.

Auxvasse, Mo.—Kay Maupin has bot the interest of his partner, Charles W. Dudley, in the Auxvasse Mill & Elvtr. Co. and became sole owner and mgr. May 1.

Gerald, Mo.—A. J. Gorg, for whom I was agt., died some time ago and I have taken over his business, which I am conducting in my own name.—H. J. Tiemann.

Palmyra, Mo.—At the annual meeting of the Farmers Elvtr. & Exchange, held recently, Carl R. Happel was elected pres., and Floyd E. Robinson was elected sec'y.

Monett, Mo.—The Monett Mill & Elvtr. Co. is increasing its capital stock from \$20,000 to \$40,000 and making plans to make extensive improvements and to increase the capacity of its plant.

Higginsville, Mo.—We expect to make several improvements in our elvtr. here. Are now installing a boss air blast loader in place of the old style boss loader.—Eagle Mill & Elvtr. Co., A. H. Meinershagen, mgr.

Independence, Mo.—Himes & Frisbey have changed their name to the Frisbey Feed & Fuel Co. There is a new firm here doing business under the name of the Independence Storehouse.—Frisbey Feed & Fuel Co., C. G. Frisbey, pres.

Norborne, Mo.—We are taking down the elvtr. which we recently purchased from W. H. Perrine & Co. and we intend to build a 50,000-bu. house, equipped with up-to-date machinery driven by electric motors. A 25x35-ft. office building, of brick, with up-to-date conveniences and comforts, including a fireplace, rest room and lobby, also will be built. Work is under way and is to be completed by July 1.—R. V. Seward Grain Co., Kansas City, H. P. Seward.

#### KANSAS CITY LETTER.

The Atlas Cereal Co. has let contract to the Burrell Engineering & Construction Co. for the erection of a 500-bbl. concrete mill and a 250,000-bu. concrete elvtr.

Members of the Board of Trade have subscribed \$200 as a tobacco fund for young men formerly identified with the organization who are in the army.

Roscoe R. De Armond, a former member of the Board of Trade and of the Russell Grain Co., is now a second lieutenant in the National Army and is on the firing line in France.

L. J. Morgan, F. G. Kane and W. Wood have been admitted to membership in the Board of Trade, and the memberships of G. I. Kimball, deceased; J. S. Adsit; and J. P. Dolan have been transferred.

This company has been incorporated, and has removed its office to the Board of Trade Annex. F. B. Clay is pres., J. F. Leahy, vice-pres., and E. W. Sampson, sec'y-treas.—Frank B. Clay Grain Co.

Ross Rasmussen, who has been employed in the office of E. D. Bigelow, sec'y of the Board of Trade, is now with the Moore-Seaver Grain Co. He has been succeeded in Mr. Bigelow's office by John Shelley.

The Board of Trade has resumed the posting of daily market quotations of the St. Louis Merchants Exchange, similar action having been taken by the St. Louis Merchants Exchange regarding Kansas City Board of Trade quotations.

Arthur G. Evans, a former member of the Board of Trade; D. L. Hunter, formerly with the Orthwein-Matchette Co.; and Jack Price, formerly a travelling solicitor for the E. D. Fisher Commission Co., have been appointed to service in the tanks corps of the army.

A. T. Ingham, formerly county mgr. of the Washington County Farmers Union Co-operative elvtrs., Washington, Kan., has become associated with this company as traveling representative, and will travel in northern and eastern Kansas.—Mensendieck Grain Co., W. J. Mensendieck.

#### ST. JOSEPH LETTER.

A. J. Brunswig, Jr., of the A. J. Brunswig Grain Co., and son of A. J. Brunswig, pres. of the local Exchange, was home on a furlough recently. Mr. Brunswig is in

the Quartermaster's Dep't, and is stationed at Little Rock, Ark.

With the advent of warm weather last week the Grain Exchange baseball team opened up its season in a match game played between 2 picked teams. Some of the newer members of the Exchange showed unexpected versatility in the sport.

A portion of the storage capacity of the Larabee Flour Mills Co. has been taken over by the Holdridge Grain Co., who will operate it as a public elvtr. under the name of the Missouri River Mills Elvtr. About 250,000 bus. is thus added to the elvtr. capacity of this market.

#### ST. LOUIS LETTER.

Oscar A. Meyer and Robert E. Chamberlain have been admitted to membership in the Merchants Exchange.

A. J. Rodgers, formerly with Goffe, Carkner & Co., will on May 15 take charge of the cash grain dep't of E. Lowitz & Co.

A fire starting at the plant of the Independent Packing Co., in North St. Louis, destroyed the Rogers Elvtr., which was operated by the Langenberg Bros. Grain Co.

H. Vest Lancaster, who recently severed his connection with the Dreyer Commission Co., to take a vacation, has again entered business as mgr. of the Lancaster Commission Co., and will deal in grain, feeds, etc.

The Merchants Exchange has resumed the posting of daily market quotations of the Kansas City Board of Trade, similar action having been taken by the Kansas City Board of Trade regarding Merchants Exchange quotations.

The circuit court has been asked to issue an order to dissolve the W. L. Green Com'n Co. The assets of the company were taken over in June, 1915, by the Marshall Hall Grain Co. The latter company was organized to succeed the W. L. Green Com'n Co.

#### MONTANA

Glendive, Mont.—I am now buyer at this place for the Occident Elvtr. Co.—P. M. Huston.

Galata, Mont.—We are contemplating erecting a coal shed.—Gallatin Valley Mfg. Co., C. Guy Eddy, agt.

Bynum, Mont.—The Equity Elvtr. Co. is remodeling its plant, installing a cleaner, automatic scale and other machinery.

Three Forks, Mont.—T. A. Harshbarger has succeeded J. M. Stroman as mgr. for the Three Valleys Co-operative Ass'n.

Brady, Mont.—The Equity Co-operative Ass'n has bought up-to-date office equipment and has added a feed grinder to its plant.

Great Falls, Mont.—The Barkemeyer Grain & Seed Co. contemplates erecting an elvtr. and seed warehouse.—Greely-Schmidt Elvtr. Co.

Drummond, Mont.—We will repair our elvtr., and we contemplate installing a cleaner.—Equity Co-operative Ass'n, G. Morse, mgr.

Fresno, Mont.—It is rumored that the Gallatin Valley Mfg. Co., of Great Falls, has secured a site for an elvtr. at this place.—F. J. Madden.

Boyd, Mont.—The Occident Elvtr. Co. will install new pits and will build a cottage for the elvtr. mgr. The Hickok Construction Co. will do the work.

Oxford, Mont.—The report that our elvtr. at this place had burned is not correct. We have had no fire in the plant.—Farmers Elvtr. Co., C. W. Franks, mgr., Judith Gap.

We have made arrangements to collect freight claims for dealers in this territory, and will handle all claims, of whatsoever kind, sent us for collection. Under the arrangement the efforts for the collection of all claims are combined, and with all the essentials for securing their payment.—H. N. Stockett, sec'y Northwestern Grain Dealers Ass'n, Great Falls.



Lewistown, Mont.—The Farmers Elevtr. Co. will declare the usual 10% dividend to its stockholders, the dividends to be paid this year in Thrift Stamps, Baby Bonds, and Liberty Bonds.—G. L. Friedlein, mgr.

Wickett sta. (no p. o.), Mont.—We are building 2 grain elevtr. in Montana this year, one at this station and one at Rapelje (no p. o.) on what is known as the Lake Easin line of the Nor. Pac. R. R.—Star Elevtr. Co., Jamestown, N. D.

Roy, Mont.—F. N. Gaine, an employe at the elevtr. of the Western Grain & Lbr. Co., was painfully injured recently when in going to the pit he stepped off the man-lift onto a board, missed his footing and fell to the cement floor, bruising his knee badly.

Columbus, Mont.—The Farmers Elevtr. Co. has let contract to the Glasser Construction Co. for repairing its elevtr. A new foundation will be put under the building, the pit will be enlarged, the present leg will be torn out and 2 new legs installed; a Gerber Double Distributor will be installed in head, and the Automatic Scale removed from underneath the work floor and placed on cupola floor. The repairs will cost about \$3,000.

## NEBRASKA

Dorchester, Neb.—The Farmers Elevtr. Co. is building a residence for its mgr.

Pleasant Dale, Neb.—C. A. Moore is now mgr. for the Farmers Co-operative Grain Co.

Creighton, Neb.—M. J. Wagner has built a new corn crib and hog yard.—Louis E. Mann.

Marion, Neb.—I am retiring from the grain business and at this time do not know who will take my place.—Marion Powell.

Sargent, Neb.—I am installing a 10-ton Howe Scale in my elevtr. at this place.—J. H. Currie.

Benedict, Neb.—Construction work will be started soon on our new elevtr.—Farmers Grain Ass'n.

Archer, Neb.—The Farmers Elevtr. Co. expects soon to start work on the construction of its elevtr.

Yutan, Neb.—Ernest Holtorf, formerly of Malmö, is now agt. for the Trans-Mississippi Grain Co. at this place.

Waverly, Neb.—A. D. Duncan, of Lincoln, has taken charge of the elevtr. of the Farmers Union Co-operative Ass'n.

Berlin, Neb.—The elevtr. of the Farmers Union burned recently. It probably will be rebuilt.—Farmers Lbr. Co., Cook.

Dwight, Neb.—L. E. Krajicek has been transferred to this place from Foster as agt. for the Nye-Schneider-Fowler Co.

Cornlea, Neb.—Stevens Stanek, who will soon leave for Camp Funston, has resigned as mgr. for the Nye-Schneider-Fowler Co.

Raymond, Neb.—The Farmers Union Co. incorporated; capital stock, \$25,000. J. A. Grady, pres.; D. D. Maxfield, sec'y-treas.

Leigh, Neb.—R. F. Misk, formerly mgr. for the Nye-Schneider-Fowler Co. at Dodge, has been transferred to this place.

Shelby, Neb.—A. C. Dunning will install a new cleaner, car loader, and a new pair of automatic scales in his elevtr.—J. Wills.

Ponca, Neb.—Have gone out of the grain business, and am trying to make an honest living selling automobiles.—John McQuillen.

Crete, Neb.—The Crete Mills are installing a Hess Drier at their plant. The Birchard Construction Co. is doing the work.

Shelby, Neb.—A. C. Dunning has bot the elevtr. of J. G. Hutchinson at Osceola, and will take possession immediately.—Jack Wills.

Scribner, Neb.—Morris Nelson, while working on the excavation for the pit of the elevtr. being built by the Crowell Lbr. & Grain Co., was caught by a cavein and injured recently.

Omaha, Neb.—Nathan Merriam, pioneer grain dealer and head of the Merriam & Millard Elevtr. Co., died April 28, aged 68 years.

Irvington, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Charles Grau and others.

Lodge Pole, Neb.—The Lodge Pole Lbr. & Grain Co. is installing a 16-h.p. engine to supplement the smaller one now in use at its elevtr.

Hemingford, Neb.—This company contemplates the erection of a new elevtr. this summer.—Wm. Loveless, agt. Central Granaries Co.

Sacramento, Neb.—We have sold our elevtr. at this place to the Farmers Union Grain Exchange.—J. W. Anderson Grain Co., Holdrege.

Clatonia, Neb.—The Farmers Elevtr. Co. will build a 25,000-bu. cribbed elevtr. this season. The Birchard Construction Co. has the contract.

Bradshaw, Neb.—J. M. Bedient has become gen'l mgr. for the Farmers Co-operative Ass'n, succeeding Thomas Towe, who resigned recently.

Motola sta. (Minden p. o.), Neb.—The Farmers Grain & Supply Co. has built an addition to its elevtr., which will be used for storage purposes.

Hebron, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Dick Uphoff, Adolph Schainost and others.

Osceola, Neb.—A. C. Dunning, of Shelby, has bot the elevtr. of J. G. Hutchinson at this place and will take possession immediately.—Jack Wills.

Cortland, Neb.—At the annual meeting of the Farmers Elevtr. Co. held recently, E. A. Vanierfecht was elected pres., and W. H. Roesser, mgr. and sec'y.

Malcolm, Neb.—The Farmers Union has bot the elevtr. and electric light plant of A. Otterman, and will take charge July 1.—Paul & Morris, Lincoln.

Alliance, Neb.—The Farmers Union Co-operative Ass'n has started business. The capital stock of the company is \$25,000, and W. E. Cutts is mgr.

Oshkosh, Neb.—The Farmers Elevtr. Co. will build a machine shop. Decision has not been made as to the date when construction work will begin.

Woodlawn, Neb. (Lincoln p. o.).—The Farmers Union Co-operative Co. incorporated; capital stock, \$25,000; incorporators, D. D. Maxwell and others.

Stanton, Neb.—The Farmers Union Co-operative Supply Co. incorporated; capital stock, \$75,000; C. L. Armbruster, pres.; Chas. McLeod, sec'y-treas.

Beatrice, Neb.—J. P. Glandon, former representative of the Vanderslice-Lynd Co. in this city, is now a captain with the American Expeditionary Forces.

Spring Ranch, Neb.—The Spring Ranch Grain & Supply Co. incorporated to deal in grain, coal, lumber, etc.; capital stock, \$20,000. Fred Busenbarrick is mgr.

Woodlawn sta. (Lincoln p. o.), Neb.—The Farmers Union has leased the elevtr. of the Woodlawn Co., and will take charge June 1, 1918.—Paul & Morris, Lincoln.

Waco, Neb.—J. A. Gilbert has sold his grain business to the newly organized Farmers Co-operative Co., and his lbr. business to a party from Lincoln.

Abbott, Neb.—We have bot out the Abbott Lbr. & Grain Co. and contemplate installing a car loader.—Fred Kruse Lbr. & Grain Co., H. C. Gress, gen'l mgr.

College View, Neb.—We are installing a new distributing and loading spout, repairing our elevtr. and remodeling our office at this place.—W. T. Barstow Grain Co., Lincoln.

Red Cloud, Neb.—The Webster County Farmers Union has decided to incorporate with capital stock of \$30,000 and to build an elevtr. as soon as arrangements can be made.

Syracuse, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$50,000; incorporators, F. C. Wallen, F. W. Erehm, W. C. Rothsford and others.

Central City, Neb.—H. G. Barkmeier, formerly agt. for the Barstow Grain Co., at Ord, has removed to this place, where he is agt. for the T. B. Hord Grain Co.

Kramer, Neb.—The Kramer Farmers Union Co-operative Ass'n contemplates installing a cleaner and leg in its elevtr. L. O. Wissenburg is mgr. for the company.

Wayne, Neb.—We are contemplating the erection of a 40,000-bu. elevtr., with cleaners and electric power.—Farmers Union Co-operative Ass'n, Geo. E. Chapman, mgr.

Wayne, Neb.—C. E. Chapman is now mgr. for the Farmers Union Elevtr. Co., having succeeded Carl Madsen, who was called for service in the National Army.

Papillion, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$50,000; incorporators, J. L. Hardnock, C. S. Jordan, W. A. Hardnock, and others.

Goehner, Neb.—We have bot a new Eureka Cleaner and installed it in place of our old one which was too small.—Goehner Elevtr. Co., Charles Gemblor, mgr.

Danbury, Neb.—O. C. Thomas will discontinue business at this place, having sold his elevtr. to the Farmers Equity Union.—J. B. Garten, agt. Central Granaries Co.

Farwell, Neb.—I have been re-engaged as mgr. for the Farmers Co-operative Grain & Supply Co., which makes me 30 years a grain handler in this place.—John Hofseth.

Columbus, Neb.—The Columbus Roller Mills will take down their old elevtr., and will build an up-to-date 35,000-bu. cribbed house. The Birchard Construction Co. will do the work.

Arcadia, Neb.—We are giving our elevtr. at this place a general repairing and painting, and installing new boots, loading and distributing spouts.—W. T. Barstow Grain Co., Lincoln.

Spencer, Neb.—John Williams, mgr. of the hog and grain dept. of the Nye-Schneider-Fowler Elevtr. Co., was found dead under 10 feet of shelled corn in the elevtr. recently.

Allen, Neb.—The Farmers Elevtr. Co. is putting new foundations under its elevtr., installing a dump scale and making other repairs. The Younglove Construction Co. is doing the work.

Rising City, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Dave Loudenslager, pres., Charles Whitaker, sec'y-treas., and others.

Eldorado, Neb.—Mr. Bird, who had charge of an elevtr. for the Updike Grain Co. in Phillips, has removed to this place where he will have charge of an elevtr. for the same company.

Sidney, Neb.—The elevtr. of the Cheyenne County Trading Co. has been sold to W. E. Swatzlander and E. VanWinkle, and they have let contract for a 100-bbl. mill to be built near the elevtr.

Elberon sta. (Nebraska City p. o.), Neb.—We have sold our elevtr. at this place to the Farmers Union Co-operative Ass'n, of Paul, who have taken charge of it.—Duff Grain Co., Nebraska.

Inavale, Neb.—Chas. Hunter is having his elevtr. remodeled, a new concrete foundation put in and the outside covered with galvanized iron. The Birchard Construction Co. is doing the work.

Sidney, Neb.—The Farmers Union Co-operative Ass'n has let contract for a 16,500-bu. elevtr. to the R. M. VanNess Construction Co. Plans also are being prepared for a 125-bbl. mill. The elevtr. is to be built at once.

Wilber, Neb.—The roof of the elevtr. of the Updike Grain Co., which recently was damaged by fire, is being repaired, and the new roof will be of galvanized iron and higher than the old one, giving more room for machinery.



Foster, Neb.—L. E. Krajicek, who was agt. for the Nye-Schneider-Fowler Co., has been transferred to Dwight, where he is now agt. for the company. I am agt. at this place.—Chas. A. Hammer.

Archer, Neb.—The Farmers Elvtr. Co. is considering plans for the erection of an elvtr., and it is expected that work will begin soon. The material to be used probably will be reinforced concrete.

Gladstone, Neb.—In addition to the improvements previously announced in the Journal as being made in our elvtr., we are installing a new steel frame Fairbanks Wagon Scale.—Hebron Grain Co.

Sargent, Neb.—We are building a new fireproof brick office building, widening our driveway, and installing a new 10-ton wagon scale, and a new loading spout.—Sargent Grain & Live Stock Co.

Dorchester, Neb.—The W. J. Reed Grain Co. has traded its elvtr. at this place to Nelson Bros. for land in Nance County. The new owners will take possession June 1.—Fairmont Grain Co., Fairmont.

Loomis, Neb.—The Farmers Elvtr. Co. will build a 40,000-bu. reinforced concrete elvtr., work to be started as soon as material is on the ground. The Birchard Construction Co. will do the work.

Berea sta. (Alliance p. o.), Neb.—A movement is under way to organize a company here to build an elvtr. and engage in the grain business.—Wm. Loveless, agt. Central Granaries Co., Hemingford.

North Loup, Neb.—The Farmers Grain & Supply Co., of which O. R. Hill is mgr., is negotiating with the Omaha Elvtr. Co. for the purchase of its elvtr., and it is said that the deal is practically completed.

Ord, Neb.—W. J. Newton, of Jennings, Kan., has succeeded H. G. Barkmeier as agt. for the Barstow Grain Co. Mr. Barkmeier will remove to Central City, where he will be agt. for the T. B. Hord Grain Co.

Oconto, Neb.—The Farmers Grain & Live Stock Co., which recently bot the elvtr. of the Omaha Elvtr. Co., has been incorporated with capital stock of \$25,000. A. C. McLean is pres., and R. C. Franklin, sec'y-treas.

Phillips, Neb.—Mr. Bird, who has had charge of the east elvtr. of the Updike Grain Co., has been moved to Eldorado where he will manage an elvtr. for the same company. Mr. Peterson succeeds him here.

Clarks, Neb.—The Farmers Union Elvtr. Co., which recently bot out and succeeded the Farmers Elvtr. Co., has been incorporated with capital stock of \$25,000; incorporators, Hellmuth Koeller, C. A. Thomas and others.

Swanton, Neb.—The concrete drier building in connection with the elvtr. of L. F. Ellermeier is nearing completion, and the drier will be ready for operation in about 30 days. The Birchard Construction Co. is doing the work.

Benedict, Neb.—The Farmers Grain Ass'n has let contract to the Burrell Engineering & Construction Co. for the erection of a 40,000-bu. concrete elvtr. to cost \$30,000. A full car load hopper scale will be installed. Work will begin shortly.

Crab Orchard, Neb.—F. E. Heath, of Greenleaf, Kan., has succeeded S. A. Matthews as mgr. for the elvtr. of the Farmers Union Elvtr. Ass'n at this place. Mr. Matthews will remove to Frankfort, Kas., where he has purchased an elvtr.

Elkhorn, Neb.—This company, which was recently incorporated with capital stock of \$25,000, has bot the elvtr. of the Elkhorn Grain Co. Joe McArdle is pres. of the company and John Riecken is mgr.—Farmers Union Elvtr. Co., Henry C. Bull, sec'y.

Dunbar, Neb.—C. J. Mullis is pres., and W. S. Hall, sec'y and mgr. of the Dunbar Grain Co., which bot the 2 old elvtrs. at this place. W. H. Bricknell is pres., Calvin Wilhelm, sec'y, and I am mgr., for the Farmers Elvtr. Co., which built an up-to-date elvtr. at a cost of \$13,000.—R. A. Friend.

Brock, Neb.—Contract has been signed for the purchase of the elvtr. of the Brock Grain Co. by the Farmers Union Co-operative Ass'n for \$7,000. The new company will be capitalized at \$50,000, with F. H. Rinne as pres., and Chas L. Yochum as sec'y.

Dodge, Neb.—R. F. Misek, who has had charge of the Nye-Schneider-Fowler Co. at this place for some time, has been transferred to Lehigh. Wm. Hruby, who has been his assistant here, has taken his position and will have Ludwig Stanek as assistant.

Sholes, Neb.—Fred Schroeder, of Randolph, has purchased the elvtr. of the Dolphin-Jones Grain Co. at this place for \$5,200. Ed. Mattingly, who has been mgr. of the elvtr., will remove to Wausa to take charge of another elvtr. belonging to the company.

Wausa, Neb.—C. P. Johnson, who recently became mgr. of the elvtr. of the Dolphin-Jones Grain Co., was crushed to death recently when he was caught in front of a motor truck driven by an inexperienced driver. Ed. Mattingly, formerly mgr. for the company at Sholes, will succeed Mr. Johnson.

Garrison, Neb.—The Farmers Grain Co. is making extensive improvements in its elvtr. A concrete engine room is being built. A Fairbanks 15-h. p. Type-Z oil engine, a Richardson 6-bu. self compensating automatic scale, and other improvements are being installed. The Birchard Construction Co. is doing the work.

Lebanon, Neb.—The old elvtr. of the Duff Grain Co., for which I am agt., has been taken down and a new house of 20,000 bus. capacity will be erected on the site. The equipment of the plant will include an automatic scale, cleaner, and a dump scale will be installed in the 12-ft. driveway. It is to be ready for operation by July 1.—D. A. Adams.

Lincoln, Neb.—The Farmers State Co-operative Elvtr. Ass'n, at its session here last week decided that Omaha is the logical point to operate a terminal elvtr. Proposals submitted to the ass'n are being considered by the stockholders of each co-operative ass'n and if they meet the approval of the representatives who met here, the plan will be carried out.

Merna, Neb.—It is reported that complaint has been made by the local farmers elvtr. company against the Central Granaries Co., of Lincoln, alleging that the Central Granaries Co., which operates an elvtr. here and another at Broken Bow, has paid more for grain at this place than at Broken Bow, the complainant charging that the action was discriminatory against it.

Omaha, Neb.—Charles E. Niswonger, of the Blanchard-Niswonger Elvtr. Co., and vice pres. of the Omaha Grain Exchange, died May 3 at the age of 49 years. Mr. Niswonger came to Omaha from Memphis, Tenn. 10 years ago to engage in the grain business and has been active in grain trade circles since that time. For several years he has served on the board of directors of the Grain Exchange.

Elmwood, Neb.—J. H. Rogge & Co. have sold the Elmwood mill and elvtr. at this place to O. M. Ring, J. E. Olsen and Jake Schlankler. The mill will be remodeled and placed in operation for the new crop. They will rebuild the elvtr. and install a weighing out scale, and will also make other improvements. J. H. Rogge & Co. are building a new elvtr. at this place. It will be a cribbed house of 12,000 bus. capacity. The Birchard Construction Co. has the contract.

## NEW ENGLAND

Beverly, Mass.—A petition in bankruptcy has been filed by Arthur A. Diggins, grain dealer, with liabilities placed at \$2,987 and assets at \$613.—S.

Lynn, Mass.—Petitions in bankruptcy filed recently include that of Hyman S. Jaffe, grain dealer. Liabilities of \$4,974, and no assets, are mentioned.

Boston, Mass.—William D. Fulton, chairman of the grain board of the Chamber of Commerce, has been nominated as a director of the Chamber for 3 years.

Gardner, Mass.—The Wetherbee Grain Co. incorporated; capital stock \$50,000; incorporators, Geo. F. Wetherbee, pres., Charles H. Yorke, clerk, and others.

Boston, Mass.—Howard Coonley, 1st vice-pres. of the Chamber of Commerce, has removed to Washington, D. C., to become vice-pres. of the Emergency Fleet Corporation.

Millbury, Mass.—Fire in the plant of the Millbury Grain Co. Apr. 18 did but slight damage as it was quickly extinguished by means of chemicals. The fire apparently was caused by defective wiring, starting near the point where the electric wires enter the building.

## NEW JERSEY

Clifton, N. J.—The Clifton Cereal Mills Co. will build a new elvtr. and corn mill. Deverell, Spencer & Co. has the contract.

## NEW YORK

New York, N. Y.—Charles Berg, for many years a member of the Produce Exchange, died recently.

Ogdensburg, N. Y.—The elvtr. of the Ogdensburg Terminal Co., which has been operated under lease by the Jenks Grain Co., is now closed.

## BUFFALO LETTER.

Henry F. Craw, local representative of Logan & Bryan, of Chicago, has resigned after six years' service with the company, to enter the business field for himself.

The local Grain Shovelers Union has voted to accept an agreement by which they will receive 25c more for each 1,000 bus. handled during the day, and 50c more for the same number of bushels handled after 6 p. m. This increase brings the rates up to \$2.75 and \$3.75 respectively.

Mahopac Falls, N. Y.—We have purchased the share of Edward Agor, of the firm of Barger & Agor at this place, and will continue the business under the firm name of C. S. Horton's Sons & Co. The new firm will be conducted under the management of Ralph Barger. This firm has no connection with C. S. Horton's Sons, of Peekskill.—C. S. Horton's Sons, Peekskill.

## NORTH DAKOTA

Killdeer, N. D.—E. P. Hendrickson has resigned as mgr. for the Occident Elvtr. Co.

Fairdale, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Atlantic Grain Co.

Menoken, N. D.—I am agt. for the Great Western Grain Co. at this place.—L. C. Midgley.

Blabon, N. D.—We will install a new 8-ton scale, dump, and boot, and also make other repairs.—Farmers Elvtr. Co., J. C. Walters, mgr.

Alice, N. D.—The Farmers Elvtr. Co. is building a new coal shed.—N. C. Welter, agt. Andrews Grain Co.

Burlington, N. D.—H. T. Hoge, 46 years of age, a local grain dealer, died May 2 from hemorrhage of the brain.

Ayr, N. D.—We will remodel our elvtr. J. M. Montgomery has succeeded C. A. Barnett as mgr.—Ayr Farmers Elvtr. Co.

Armourdale sta. (Ellsberry p. o.), N. D.—The Armourdale Equity Elvtr. Co. contemplates making improvements in its elvtr.

Harlow, N. D.—We have recently placed fire buckets in our elvtr., and will build a floor in the cupola to prevent the mixing of grain.—Ing. Iverson, agt., Osborne-McMillan Elvtr. Co.

Poland sta. (Ardock p. o.), N. D.—We will install a warehouse cleaner at our warehouse at this station.—Spaulding Elvtr. Co., Warren, Minn., C. L. Spaulding, pres. and gen'l mgr.



Churches Ferry, N. D.—Th. Solberg is planning to build an elvtr. on his farm.

New Salem, N. D.—The elvtr. of the Occident Elvtr. Co. has been badly damaged by fire.

Lakota, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. burned Apr. 29, the fire starting at about 12 o'clock at night.

Stiles sta. (Lidgerwood p. o.), N. D.—The elvtr. of the Minneapolis & Northern Elvtr. Co. has been sold to the Farmers Elvtr. & Fuel Co.

Kensal, N. D.—The Woodworth Elvtr Co. is installing a Bird Semi-Automatic Scale and making other improvements in its elvtr.

Portland, N. D.—O. R. Koppang has resigned his position as agt. for the Cargill Elvtr. Co. here and will soon remove to Kallispel, Mont.

Clyde, N. D.—Work will be started soon on the 50,000-bu. elvtr. for which the Farmers Elvtr. Co. recently let contract to the T. E. Ibberson Co.

Elliott, N. D.—The Farmers Elvtr. Co. at this place has been sold to the Andrews Grain Co., of Minneapolis. H. M. Olson, mgr., will remain in charge.

Spencer, N. D.—The Farmers Union & Supply Co. incorporated; capital stock, \$25,000; incorporators, W. O. Whitcomb, C. A. Carlson and C. E. Johnson.

Adrian, N. D.—I will leave for a training camp as soon as my year is up. Another grain man after the kaiser's "Billy."—J. P. Cood, mgr. Farmers Elvtr. Co.

Glenfield, N. D.—The Farmers Merc. & Elvtr. Co. is to be reorganized into a co-operative company for the purpose of dealing in grain, lumber, coal, etc.

Pingree, N. D.—Iver Rasmussen has had a new scale and dump installed in his elvtr. beside other minor items. The Western Improvement Co. did the work.

Ripon sta. (Absaraka p. o.), N. D.—The Amenia Grain Co. will discontinue its business at this station and will move the elvtr. to Absaraka.—Ayr Farmers Elvtr. Co., Ayr.

Fessenden, N. D.—Following organization of a local unit of the Equity Exchange, of St. Paul, the elvtr. of Regan & Lyness has been taken over and L. Tallman is acting as buyer.

Absaraka, N. D.—The Amenia & Sharon Land Co., of Amenia, will build a 35,000-bu. elvtr. at this place. Work will be under the supervision of the Hickok Construction Co.

Castlewood, N. D.—G. W. Van Dusen & Co. are building coal sheds in connection with their elvtr. The elvtr. itself also is being repaired. The T. E. Ibberson Co. is doing the work.

Baker, N. D.—We will rebuild our house which was recently destroyed by fire at this place. The T. E. Ibberson Co. has the contract.—Spaulding Elvtr. Co., Warren, Minn., C. L. Spaulding, pres. and gen'l mgr.

Kulm, N. D.—The Farmers Elvtr. Co. is receiving material for its new elvtr. The plant will be operated by motor power, will have 5 cleaners, a number of legs, and 20 bins. The T. E. Ibberson Co. is doing the work.

Kindred, N. D.—We are wrecking our old house and will build an up-to-date elvtr. of 40,000 bus. capacity, equipment to include a cleaner and automatic scale. Work will start May 1 and it is expected to be ready for the new crop. The house will be iron clad and it will have an asbestos roof. D. F. Hoag & Co. are doing the work.—Kindred Farmers Elvtr. Co.

Amenia, N. D.—J. W. Newcomb, chief inspector for the Amenia & Sharon Land Co., a position he has held for many years, is 82 years old, and still active and efficient. He is one of the veteran millers with the blue marks on the back of his hand from dressing stones in the old days.

St. John, N. D.—The elvtr. of the International Elvtr. Co. is being remodeled and new machinery, including cleaners, legs, engines and other equipment, is being installed. The T. E. Ibberson Co. is doing the work.

Niagara, N. D.—The Niagara Elvtr. Co., of which Steve Nason is mgr., is having a new scale and dump, also engine and engine house added to its equipment, so as to be ready to take care of the coming crop. The work is being done by the Western Improvement Co.

Minnewaukan, N. D.—The Farmers Elvtr. Co. will take down the 2 elvtrs. which it now operates, and 1 up-to-date plant will be built. Contract for the construction has been let, and the work is to be completed in time to permit the use of the elvtr. on the new crop.

Bremen, N. D.—J. E. Eyde has succeeded A. C. Englestedt as agt. for the St. Anthony & Dakota Elvtr. Co. of this place. The directors of the Bremen Equity Elvtr. Co. are discussing the advisability of building an addition to their elvtr., which will give them more floor space and bin room for cleaning grain.—J. W. Shimmick, mgr. Bremen Equity Elvtr. Co.

## OHIO

Sugar Ridge, O.—The Sugar Ridge Grain Co. incorporated; capital stock, \$40,000.

Johnstown, O.—We are installing a new grain and seed cleaner in our elvtr.—Babcock Bros.

Hebron, O.—We are installing a new grain cleaner in our elvtr.—Babcock Bros., Johnstown.

Ashley, O.—We are installing a new grain cleaner in our elvtr.—Babcock Bros., Johnstown.

Sullivan, O.—The Equity Co., for which Crayton Rogers will be mgr., has bot the elvtr. of Atyeo Bros.

Tamah sta. (Celina p. o.), O.—The Tamah Grain Co. has increased its capital stock from \$12,000 to \$20,000.

Elida, O.—H. A. Lutz is now mgr. for the Elida Farmers Equity Exchange Co., which succeeds the Elida Elvtr. Co. at this place.

Toledo, O.—S. L. Rice, Geo. L. Forrester, O. W. Randolph and W. H. Annin have been admitted to membership in the Produce Exchange.

Richey sta. (Van Wert p. o.), O.—Harvey Eikenbary is erecting an up-to-date elvtr. of 25,000-bu. capacity. It will be operated by steam power. The Efficient Erecting Co. is doing the work.

Van Wert, O.—Brandt & Hollerbaugh will build an elvtr. of about 40,000-bu. capacity at this place. It will be fully equipped with electric power, and a drier. The Efficient Erecting Co. has the contract.

Wilmington, O.—H. W. Smith, of Kingman, bot and took possession of our elvtr. on Apr. 12. I expect to continue track buying of grain and selling coal under the firm name of the Clinton Grain Co.—Wilmington Grain & Mfg. Co., R. P. Barrett, mgr.

Watson, O.—The elvtr. of Holtz Bros. burned recently. About 700 bus. of wheat and 800 bus. of oats, the property of the Sneath-Cunningham Co., of Tiffin, was destroyed. The fire was discovered in the top of the elvtr. at about 2 o'clock in the morning, and it is thought to have been caused by friction during the previous day when grain was being elevated, and to have smoldered for several hours before breaking out.

Piqua, O.—Charles N. Adlard, of the Fogt Grain & Mfg. Co. of this place, died May 3 at Rochester, Minn. Mr. Adlard for 40 years was prominent in the grain and milling trades in the state, and was an earnest worker in the Miami Valley Grain Dealers Ass'n, devoting his energies unsparingly. He was greatly interested in charitable work and his courteous manner and jovial disposition won him many friends.—The J. E. Wells Co., Sidney.

Cavett, O.—Gurnie Hoaglin, who has been in charge of my elvtr. at this place, has entered the army and now is in training at Camp Sherman as a master mechanic. Lawrence Black, who was mgr. at Elgin, will succeed Mr. Hoaglin.—H. G. Pollock, Middle Point.

Elgin, O.—I have sold my elvtr. at this place to the Elgin Grain Co., and have given possession. Lawrence Black, who was mgr. for me, will be transferred to my elvtr. at Cavett; and Miss Lucy Henion, who has been bookkeeper for the past 2 years, will come to Middle Point and work in my wholesale grain office.—H. G. Pollock, Middle Point.

Swander sta. (Tiffin p. o.), O.—The elvtr. of the Sneath-Cunningham Co. burned Apr. 23. The fire is said to have been the second blaze in the plant during the day, the first having occurred during the forenoon soon after the packing of a gas engine blew out, a partition having been found shortly afterward to be smoldering and the fire was extinguished. Another fire was discovered on the opposite side of the partition, and this, too, was extinguished. The fire which destroyed the building started in the top of the elvtr., and its origin is unknown.

## CINCINNATI LETTER.

The elvtr. of Perin Bros. has been completed. The present capacity is 25,000 bus., and later this is to be increased.

G. G. Laughlin and D. O. Cross, of the Dan B. Granger Co., have been admitted to membership in the Grain & Hay Exchange.

E. A. Fitzgerald, pres. of the Grain & Hay Exchange, attended the conference of grain men called by Julius H. Barnes in New York recently.

Plans are being formulated for the formal opening of the new quarters of the Cincinnati Grain & Hay Exchange. The date has been set for May 15, and it is expected that several important speakers will appear on the program.

Suit has been filed against the Early & Daniel Co. and the Richter Grain Co. by Frame, Knight & Co., of Baltimore, to recover damages for alleged failure of the defendants to complete contracts to furnish white corn at a stipulated price. The plaintiff alleges that it was forced to buy corn in the open market, at advanced prices, to fill the contracts.

## OKLAHOMA

Woodward, Okla.—The firm formerly known as O. W. Cox is now O. W. Cox & Son.

Glencoe, Okla.—J. E. Audsley, whose elvtr. burned some time ago, has removed from this place.

Muskogee, Okla.—The Davidson Mill & Elvtr. Co., whose plant recently burned, will build a new elvtr.

Dewey, Okla.—An elvtr. is being built at this place.—S. J. Royer, agt., Rea-Patterson Mfg. Co., Wann.

Wetumka, Okla.—A movement is on foot at this place to build a peanut factory in the near future.—H. M. Brazil.

Kingfisher, Okla.—The Farmers Elvtr. Co. is building a mill, and it is expected to have it in operation by May 15.

Gibbon, Okla.—The elvtr. of the Medford Mill & Elvtr. Co. has been bot by the Red Star Mfg. Co., of Wichita, Kan.

Prague, Okla.—The Prague Grain Co. incorporated; capital stock, \$10,000; incorporators, S. W. Hogan, of Cashion, E. W. Sibley and J. E. Clift.

Wakita, Okla.—The Medford Mfg. Co. has sold out to the Red Star Mills, of Wichita, Kan. The new owners will remodel the elvtr. and put in new scales.—Agt., Anthony Mills.

Bushyhead, Okla.—Regular grain dealers at this station are the Bushyhead Lbr. Co., and myself as administrator for Wm. Major, deceased. Two scoopers are operating here.—Geo. R. Webb.



McClure, Okla.—There will be no agent at this place until the coming harvest about July 1.—W. G. Rippey, agt., Maney Export Co., Hammon.

The annual convention of the Grain Dealers Ass'n of Oklahoma will be held in Oklahoma City, May 22-23, with headquarters in the Skirvin Hotel.

Cherokee, Okla.—Improvements are being made to the Cherokee Mills, of the Kansas Flour Mills Co., to increase the capacity from 400 to 600 bbls.

Medford, Okla.—The Red Star Mfg. Co., of Wichita, Kan., has bot the elvtrs. of the Medford Mill & Elvtr. Co. at this place and at Gibbon and Wakita.

Welch, Okla.—We will increase the storage capacity of our elvtr. here about 5,000 bus. We will also install a hopper scale.—Mead Grain Co., Fort Scott, Kan.

Enid, Okla.—Have recently resigned my connection with Goffe & Carkener, and am entering the field down here as an oil stock and realty broker, in connection with Charles Shewey, of Kansas City.—W. M. Sloan.

Wayne, Okla.—There is no grain elvtr. in operation here, and don't suppose there will be any new ones built as the farmers load their grain in cars here and ship it themselves, knocking the elvtr. business out at this place.—S. W. Power & Son.

Durant, Okla.—We are building a new reinforced concrete elvtr. of 150,000-bu. capacity, and a corn mill of 500-bbl. capacity, to cost \$80,000. We are also erecting a potato curing plant for taking care of sweet potatoes in storage, to cost about \$10,000.—Durant Grain & Elvtr. Co.

Hooker, Okla.—A. T. Nedro, agt. for the L. H. Pettit Grain Co. of this city, which has been taken over by the Reno Flour & Mfg. Co., of Hutchinson, Kan., will remove to Hutchinson, where he will occupy a position with the latter company. The elvtr. at this place will be closed till harvest when Mr. Nedro will return to look after the interests of the company.

Waukomis, Okla.—We have taken out our gasoline engine and have installed a 10-h. p. G. E. induction motor. Will put in new boots and make a few minor improvements in our plant here. The Goltry Grain Co.'s plant has not been sold as reported in a recent issue of the Journal, but is closed until harvest.—George M. Lovell, agt. El Reno Mill & Elvtr. Co.

Pond Creek, Okla.—Our elvtr. at this place has just been completed. We are enlarging our mill from 200 to 400 bbls. daily capacity. We are also installing 2 new Fairbanks-Morse oil combustion engines, one of them 150-h.p. and the other 25-h.p. We are making changes in the mill and expect also to erect 30,000 bu. more storage for wheat. We are using Barnard & Leas machinery.—Morrison Bros. Mills, Jefferson.

## OREGON

Wilcox, Ore.—An elvtr. with a capacity of 50,000 bus. will be erected at this place. The cost will be between \$12,000 and \$15,000.

Moro, Ore.—The Farmers Elvtr. & Supply Co. will erect an elvtr. of 80,000-bu. capacity at this place. The cost of the elvtr. will be \$20,000.

Hay Canyon sta. (Klondike p. o.), Ore.—The Farmers Co-operative Union will erect an elvtr. with a capacity of 80,000 bus. at this place to cost \$20,000.

Portland, Ore.—The Balfour, Guthrie Co. will erect a 6-story concrete and frame building in connection with its mill and elvtr., known as the Crown Mills.

Portland, Ore.—The Public Dock Com'n has received bids for furnishing smutters, separators and belting for the municipal terminal elvtr. now being built at St. Johns terminal.

Joseph, Ore.—The Farmers Union has let contract to the Burrell Engineering & Construction Co. for the erection of an 80,000-bu. reinforced concrete elvtr. for the bulk handling of grain.

Portland, Ore.—J. W. Ganong has been appointed chairman of the North Pacific Coast Division No. 8 of the United States Food Administration Mfg. Division by United States Food Administrator Herbert C. Hoover. Mr. Ganong succeeds Theodore B. Wilcox, deceased.

Baker City, Ore.—At a meeting held at this place recently members of the Farmers Mfg. Co. and local elvtr. ass'n men decided to merge the 2 organizations with the Tri-State Farmers Union. The latter organization will take over the handling of the elvtr. project here.

North Powder, Ore.—This company, which was recently organized with Chas. Hutchinson as pres., has decided to build a 40,000-bu. reinforced concrete elvtr. Work is to be started May 15, and the plant is to be completed by Sept. 1.—North Powder Elvtr. Co., Homer H. Carnes, secy.

## PENNSYLVANIA

Pittsburgh, Pa.—L. Eichenlaub has applied for membership in the Grain & Hay Exchange.

Philadelphia, Pa.—Vincent Marano has applied for membership in the Commercial Exchange.

Petersburg, Pa.—The Petersburg Grain, Feed & Supply Co. incorporated; capital stock, \$20,000; incorporator, A. S. Little.

Philadelphia, Pa.—Roy Leonard Miller, of L. F. Miller & Sons, was married recently to Miss Lydia Esther Hartman, of Littlestown.

Pittsburgh, Pa.—C. G. Burson, traffic mgr. for the Grain & Hay Exchange, has filed with the Interstate Commerce Com'n a protest against present reconignment tariffs.

Torresdale, Pa.—C. G. Hause & Bro., of Philadelphia, have brought suit against B. Warren Hand, of this place, to recover \$195.72 said to be due for oats sold and delivered.

## SOUTH DAKOTA

Riverside, S. D.—Lewis Beyers has succeeded W. S. Gardner as mgr. for the Farmers Elvtr. Co.

Madison, S. D.—We will install an electric motor in our elvtr.—Merchants Elvtr. Co., F. H. McGowan, agt.

Alpena, S. D.—Till & Koch are installing a new leg and manlift in their elvtr. Levi D. Wait is doing the work.

White Lake, S. D.—We will not handle grain this year.—Farmers Union Co-operative Ass'n, Jasper Noyes, sec'y.

Vayland, S. D.—G. W. Van Dusen & Co. are making repairs in their elvtr. The work is being done by the T. E. Ibberson Co.

Leola, S. D.—On May 14 I will take possession of the elvtr. of John Gutmiller, which I recently purchased.—Henry Reiner.

White Lake, S. D.—A. A. Truax, of Mitchell, is building a 40,000-bu. elvtr. The Younglove Construction Co. is doing the work.

Delmont, S. D.—The Hunting Elvtr. Co. is building a new up-to-date elvtr. to replace its old flat house. Levi D. Wait is doing the work.

Ree Heights, S. D.—The Farmers Elvtr. Co. will either build a new elvtr. or enlarge their old one in order to take care of their business.

Hecla, S. D.—Work soon will be started on the elvtr. of the Co-operative Elvtr. Co., for which contract recently was let to the T. E. Ibberson Co.

Revillo, S. D.—The Farmers Elvtr. Co. is installing a new scale, the old one having been condemned.—Wm. Wentzlaff, mgr. Great Western Grain Co.

Lennox, S. D.—Matt Lien has resigned his position as mgr. for the Farmers Elvtr. Co., and he has been succeeded by Ole A. Hegg, formerly of Hartford.

Henry, S. D.—G. W. Van Dusen & Co. are overhauling their elvtr., putting in new legs, cleaners and motors. The T. E. Ibberson Co. is doing the work.

Parkston, S. D.—Jay Evans, formerly mgr. for the South Dakota Grain Co. at Lake Andes, has removed to this place, where he is mgr. for the same company.

Brandt, S. D.—Materials now are on the ground and work has been started on the elvtr. for which the Farmers Elvtr. Co. recently let contract to the T. E. Ibberson Co.

Platte, S. D.—We will install a new cleaner for wheat and corn and may build an additional warehouse. The J. J. Smith Estate will install a new cleaner.—Lloyd Elvtr. Co.

Lake Andes, S. D.—Jack Mansbridge, of Geddes, will succeed Jay Evans as mgr. for the South Dakota Grain Co. at this place. Mr. Evans will remove to Parkston, where he will manage an elvtr. for the same company.

Madison, S. D.—We are contemplating installing 2 new legs, distributors, 1 new motor, and silent chain drives. We also intend making some repairs in our elvtr. T. E. Ibberson will do the work.—Madison Farmers Elvtr. Co., E. W. Mueller, mgr.

Parker, S. D.—Farmers in this vicinity have organized a Farmers Grain Elvtr. Co. for the marketing of grain. Among the promoters of the movement are M. Mabee, Geo. Geister and Frank Steinger. The new company will either build or buy an elvtr.

Centerville, S. D.—The Farmers Elvtr. Co., which was recently organized, has bot the elvtr. of F. M. Slagle & Co. for \$5,000, and will take possession as soon as the grain now in the house can be shipped out. The new owner will install up-to-date machinery.—A. J. Holmquist, agt. Farmers Elvtr. Co.

Troy, S. D.—The writer exchanged his elvtr. and coal business at Bemis with A. J. Lockhart, of Clear Lake, for a 320-acre farm, 2 miles northwest of Waverly. The writer expects to be a real farmer and dealer in live stock until conditions change as the producer gets the long end these days.—C. W. Bremer.

Lake Preston, S. D.—We have sold our old elvtr. at auction and part of it will be wrecked. The flat house portion was bot by a local lumber company, who will use it as a lbr. shed. The reason for selling the house was that we built a new elvtr. last year and had no use for the old one.—Co-operative Elvtr. Co., Edward Rozholt, mgr.

Utica, S. D.—The Snedecor Elvtr. Co. has succeeded the Koenig Elvtr. Co. instead of the King Elvtr. Co., as reported in the last issue of the Journal. I was formerly agt. for the King Elvtr. Co. at this place. The business changed hands April 1, and I am now operating independent of any line company.—Gayle Snedecor, mgr. Snedecor Elvtr. Co.

Lemmon, S. D.—The elvtr. for which the Lemmon Equity Exchange recently let contract to the T. E. Ibberson Co. has been completed and placed in operation. The elvtr. has 2 legs, cleaner, Ibberson Bin Alarm, double distributor, and power is furnished by electric motors. There are 17 bins in the elvtr., and there is an extra large office building.

Bruce, S. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for the construction of an addition to its elvtr. to comprise an office of 3 rooms, a basement and heating plant, and other improving features. A flour house also will be built independent of the elvtr. The company also has taken over the 2 elvtrs. operated by Paul Walters for the past 2 years.

## SOUTHEAST

Jacksonville, Fla.—George W. McRory, formerly mgr. for the Jefferson County Products Co., at Monticello, is now gen'l mgr. of the Florida Grain & Elvtr. Co. in this city.

Monticello, Fla.—George W. McRory, our mgr. here for the past season, has accepted the position of gen'l mgr. with the Florida Grain & Elvtr. Co., of Jacksonville.—Jefferson County Products Co.



Charleston, S. C.—An elvtr., to be used for storage purposes, is being built at Camp Jackson at the Remount Depot.

Cuthbert, Ga.—D. B. Teabeau and associates will build a grain elvtr. and flour mill at this place, the cost to be about \$125,000.

Florence, Ala.—W. L. Brandon, senior partner of the Brandon Mill & Elvtr. Co., of Marianna, Fla., has announced to a com'te of the Chamber of Commerce of this city, that there will be a grain elvtr. completed and in operation here in time to handle the corn crop of the present year.

Georgetown, D. C.—The Wilkins-Rogers Mfg. Co. is building an addition to its elvtr. Deverell, Spencer & Co. is doing the work.

## TENNESSEE

Athens, Tenn.—The Athens Roller Mills contemplates installing a sheller for shelling corn in the husk.

## TEXAS

Lavon, Tex.—I am going to rebuild my elvtr. and make it up-to-date.—R. L. Brown.

The annual convention of the Panhandle Grain Dealers Ass'n will be held at Amarillo, May 20.

Henrietta, Tex.—We have sold our elvtr. at this place.—O. R. Yantis, mgr. Henrietta Elvtr. Co.

Howe, Tex.—The G. B. R. Smith Mfg. Co., whose elvtr. was burned recently, will rebuild. The new plant is to be of reinforced concrete construction.

Fort Worth, Tex.—The Executive Com'te of the Texas Grain Dealers Ass'n met in this city Apr. 23, and selected Galveston as the place and May 27-28 as the time for holding the annual meeting.

Dallas, Tex.—The Pearlstone Mill & Elvtr. Co., which recently bot the elvtr. of Knight Bros., has been incorporated with capital stock of \$60,000. Incorporators, Tucker Royall, Hyman and Julius Pearlstone.

Waelder, Tex.—The Hyatt Grain Co. is falsely representing itself to be a member of the Texas Grain Dealers Ass'n. has had its food administration license canceled for failure to fulfill contracts and is said to be judgment proof.

The following have been admitted to membership in the Texas Grain Dealers Ass'n: Floco Grain Co., Floco; E. L. Lewis, Lelia Lake; North Texas Grain Co., Higgins; Santa Fe Grain Co., Friona; Shive & Keys, Waxahachie; Texas Grain & Hay Co., Waco; Pearlstone Mill & Elvtr. Co., Dallas.

Denton, Tex.—The Alliance Mfg. Co. will make \$50,000 worth of improvements at its plant here. A story will be added to the building, making it 4 stories high, and new machinery thruout will be installed. The capacity of the plant will be increased 100 bbls. per day, making the total capacity 500 bbls.

Tulia, Tex.—It is true that we have sold our elvtr. to J. A. Hutchinson and J. W. Ricks, both of whom formerly were in our employ, as stated in a recent report; but Mr. Hutchinson was not formerly mgr. of our elvtr. at Hawes, as we never owned an elvtr. at that place.—Townsend Grain Co., Happy.

Dallas, Tex.—The Morten Mfg. Co. has increased its capital stock from \$500,000 to \$700,000 and has let contract for a 7-story mill building to be erected in connection with its present mill and elvtr. The capacity of the addition will be 1,200 bbls.

McKinney, Tex.—The Collin County Grain Co., of which John E. Burrage is owner and mgr., has purchased the entire old plant of the Collin County Mill & Elvtr. Co. The mill is being thoroly overhauled and put into condition to manufacture corn products. The plant which will be equipped with ample elvtrs., corn shellers and everything necessary to a first class mill, will

not be in operation for 60 days, but the office will be ready for occupancy in a few days.

The annual convention of the Texas Grain Dealers Ass'n will be held in Galveston, May 27-28, the decision having been made at a meeting of the executive com'te in Ft. Worth Apr. 23. Other cities asked for the convention, but the com'te decided in favor of Galveston after Julius W. Jockusch, of that city, had presented its claim in his usual able manner. The com'te also ordered the purchase of \$1,000 worth of bonds of the Third Liberty Loan, and Sec'y Dorsey and William Priddy, of Wichita Falls, were selected to represent the ass'n at the conference of the grain trade called for Apr. 30 in New York. The sec'y's report showed a heavy increase in the membership during the last 2 months, the ass'n now having the largest membership in its history.

Howe, Tex.—Charles A. Schneider, said to be an enemy alien, was tried in district court at Sherman recently and convicted of starting the fire which destroyed the hay warehouse of the J. A. Hughes Grain Co. and the elvtr. of the G. B. R. Smith Mfg. Co. He was sentenced to 20 years in the penitentiary. The evidence upon which Schneider was convicted was purely circumstantial. He was arrested in Durant, Okla., the next day after the fire and had in his possession maps of the United States, and it is said that opposite the name of Howe and also other places small marks had been made, the letter F said to have been placed alongside the name of Howe. Several witnesses testified to having seen him about the hay warehouse just previous to the fire and shortly after it was under headway.

## UTAH

Ogden, Utah.—The plant and business of the Utah Cereal Food Co. has been bot by Lucian A. Ray and the Ray & Whitney Co., for a consideration of \$350,000.

## WASHINGTON

Medical Lake, Wash.—Work has commenced on the new concrete elvtr. at this place.

Endicott, Wash.—The foundation is now being built for the elvtr. to be erected by the Farmers Elvtr. Co.

Packard, Wash.—The Packard Farmers Warehouse Co. has let contract for the erection of a 60,000-bu. cribbed iron clad elvtr. to cost \$13,200.

Kahlotus, Wash.—The Kahlotus Grain & Supply Co. will erect an elvtr. of 50,000-bu. capacity at this place, the cost to be between \$12,000 and \$15,000.

Oakesdale, Wash.—The old house of the Nor. Pac. Warehouse Co. was recently destroyed by fire of unknown origin. Three carloads of hay and 500 sacks of oats were burned.

Sokulk sta. (Oakesdale p. o.), Wash.—An elvtr. is to be built this season at this station and at Rosalia, which are on the Inland Ry., and another at McCoy Siding, on the N. P.—X.

Deer Park, Wash.—The Deer Park Grain Co., which recently let contract for an addition to its elvtr., contemplates installing new boots, buckets, cleaner, distributor and asbestos roofing.

Spokane, Wash.—The state public service com'isn will hold a grain standards hearing at the Chamber of Commerce in this city, May 17, to discuss the new federal standards, with a view to their possible adoption by the state.

Valleyford, Wash.—The Farmers Grain & Produce Co. incorporated; capital stock, \$15,000; incorporators, C. H. Tart, A. L. Chapman, and A. B. Crisler. The company will erect a 25,000-bu. wood elvtr. this summer. It will be located on the S. & I. E. Ry., and work is to start at once, the plant to be completed Aug. 1. A. L. Chapman is pres., A. B. Crisler, sec'y, and C. H. Tart, mgr.—X.

Palouse, Wash.—The equipment of the elvtr. being built by the Farmers Union Warehouse Co., of which A. J. Webster is mgr., will include an automatic scale, a dump scale and a cleaner. The company recently purchased the Electric Flour Mill.

Davenport, Wash.—In addition to the building of a 60,000-bu. reinforced concrete elvtr. at Mondovi, we are enlarging our plant at this place, increasing the capacity from 50,000 bus. to 100,000 bus. Many elvtrs. are being built in this section this year.—Davenport Union Warehouse Co., Almer McCurtain, mgr.

Walla Walla, Wash.—The Northern Grain & Warehouse Co. has bot the mill and elvtr. of Dement Bros., the consideration being \$200,000. P. Shell is in charge for the new owner. It also has been announced that Owsley & Case, who have been buying agts. here for the Northern Grain & Warehouse Co., have consolidated with the company, but that the office of Owsley & Case will be conducted as in the past.

Tacoma, Wash.—We now have under construction, in connection with our milling plant, a concrete elvtr. of 500,000 bus. capacity. Work of excavating has been under way for about a month, and concrete work will begin within the next 2 or 3 weeks. The job is to be completed and ready for use about Sept. 1, or in time for this year's crop. The equipment of the elvtr. will consist of 5 legs, 2 30-inch belt conveyors over storage bins, 2 30-in. conveyors under storage bins, 2 large receiving separators, 4 milling separators, and 4 wheat washers all to be operated by electric power. There are railroad tracks front and rear of elvtr., and grain can be unloaded from both tracks. There also will be ample facilities for handling bulk grain to deep water ships.—Sperry Flour Co., J. D. Armstrong, mgr. Sperry Tacoma Mills.

## WISCONSIN

Bay City, Wis.—At a recent meeting of the Farmers Grain Co., C. L. Opsall was elected pres., and Victor Anderson, sec'y.

Stoughton, Wis.—Claire Bickley has installed a wheat flour unit in the feed mill which he operates in connection with his elvtr.

Rice Lake, Wis.—The E. Craite & Son Mfg. Co. will enlarge the feed mill which they operate in connection with their elvtr. and a flour milling unit will be added.

Fall Creek, Wis.—We expect to install a 10-ton scale, or to have our old scale overhauled. We also will install new machinery in our potato warehouse at Clinterville.—Niebuhr & Son.

## MILWAUKEE LETTER.

The interest rate on advances on Bs/L for the month of May has been fixed at 7%.

Balthasar Degentesh, pres. of the B. Degentesh Grain Co., died Apr. 26 at the age of 63 years.

The Armour Grain Co. is adding a large warehouse to its cereal mill.—A. A. Breed, chief grain inspector.

The Flint Mill Co., which is operated by the Francis Duhne Mfg. Co., will erect a new elvtr. in this city.

The memberships of F. J. Thatcher and C. E. MacDonald in the Chamber of Commerce have been transferred.

Com'tes of the Chamber of Commerce in charge of the Third Liberty Loan drive turned in subscriptions totaling \$573,100.

Fire which broke out in the machinery room at the plant of the Charles A. Krause Mfg. Co. early on the morning of Apr. 29 swept thru the entire building before it was checked by the fire dept. The loss is estimated at \$5,000.

The Brown Deer warehouse and office of the Milwaukee Elvtr. Co., at the northern limits of Milwaukee County, was robbed recently. The robbers used a motor truck to carry away the loot, which included 3 bbls. of flour, 100 grain sacks, stamps, nickels from the telephone box, and other articles.



## WYOMING

Lingle, Wyo.—An elvtr. will be built at this place by Joe Wilde.—Torrington Grain Co., Torrington, Chas. Sampson, mgr.

Torrington, Wyo.—We have rented our elvtr. to the American Co-operative Ass'n.—Torrington Grain Co., Chas. Sampson, mgr.

## CALIFORNIA

Ord sta. (Monterey p. o.), Cal.—The Ord Grain Elvtr. Co., which has been organized recently, will build an elvtr.

San Miguel, Cal.—The Farmers Elvtr. Co., which was recently incorporated with capital stock of \$50,000, will build 2 elvtrs.

Byron, Cal.—Farmers of the Byron and East Side sections of eastern Contra Costa County are contemplating the erection of an elvtr. here.

Monroeville sta. (Germantown p. o.), Cal.—The grain elvtr. being erected at this station by Andrew Kaiser is being rapidly pushed to completion. The capacity of the entire elvtr. when completed will be 140,000 bus.

Nord, Cal.—The Farmers Elvtr. Co., which was recently incorporated with capital stock of \$20,000, will erect a reinforced concrete elvtr. of 40,000 bus. capacity, to consist of 4 bins 16 or 18 feet by 40 feet.—E. G. Wright, sec'y.

South Vallejo, Cal.—The Sperry Flour Co. has awarded contract to the Dinwiddie Construction Co. for an addition to its storage capacity of 30 more concrete bins, each 15 feet in diameter and 90 feet high. Ten feet is also being added to the height of the present bins. This addition will increase the storage capacity from less than one-half million bushels to practically 1,000,000 bus.

Sacramento, Cal.—We contemplate increasing our elvtr. capacity.—Phoenix Mfg. Co.

Amador Valley (Pleasanton p. o.), Cal.—It is my intention to build an elvtr. for the coming crop of grain as it will be impossible to get grain bags as in past seasons. There are no grain elvtrs. here now, and I am trying to find out all that I can about building them. On account of the high price of metal I will probably construct my grain elvtr. of wood (cribbed) with concrete foundation. The capacity of the elvtr. will be from 30,000 to 40,000 bus., and will be fully equipped with up-to-date machinery.—H. P. Mohr.

## War Affecting the Grain Trade

THE VAST AMOUNT of reports that are required necessitates neglecting other branches of the grain and flour business.—E. Crosby & Co., Brattleboro, Vt.

ONLY ABOUT 50 per cent of the spring sowing has been accomplished in the Ukraine of Russia, reports Herr Von Waldow, pres. of the German Food Administration.

THE C. S. LEE MILL & ELEVATOR Co., of Abilene, Tex., is charged with having paid less for wheat than it is worth, according to complaint filed with the Food Administration.

A DRIVE against country grain firms who have not applied for a food administration license has been started by D. F. Piazzek, Kansas City, vice-pres. of the Food Administration Grain Corporation.

IN SWEDEN only nine types of bread are permitted, including dry, hard bread, and so-called "coffee cake," and their

weight and price are prescribed by law. In making bread only wheat, rye, barley, or oat flour may be used and flour substitutes are prohibited. For ordinary bread no butter, lard, or other fat, milk or cream may be used. Soft bread may not be sold until it is at least 12 hours old.—Ira N. Morris, U. S. Minister.

WASHINGTON, D. C.—The mass convention of the American Corn Millers Federation will be held May 27 and 28 at the Hotel Washington, this city. Well known speakers will be on the program. A banquet will be given on the evening of May 27. All reservations must be made thru the Ass'n Sec'y, Douglas W. Lackey, Postal Telegraph Bldg., Chicago.

HORSES are said to thrive on a diet of seaweed. Experiments have been conducted in France by feeding horses on seaweed from which the salt had been extracted. Their condition was reported to compare favorably with that of other horses fed on ordinary feed. After an experiment on a small scale the horses of a regiment were fed on "sea-food" and are reported to have gained six times as much weight as horses fed on hay and oats. France now is importing oats to the value of about \$140,000,000 annually. She has an inexhaustible supply of seaweed along the coast of Brittany.

I CAN'T keep house without the Grain Dealers Journal.—C. W. Glynn, Sturgeon, Mo.

EACH MONTH we look forward with much interest to the arrival of the Grain Dealers Journal.—Wildorado Elvtr. Co., by J. H. Woodward, mgr.

## Edwards Galvanized Iron Rolling Doors Saved Thousands of Dollars at B. & O. Fire

"With reference to the above Fire, which occurred the night of May 10th, 1917, Edwards Galvanized Iron Doors enclose the end of an Automobile Platform so that the better grade of cars, which it is necessary to leave on the platform over night, can be run into the enclosed end of the platform and the doors lowered to protect them.

"On one side of the platform there were box cars loaded with other automobiles, three tracks each. On the other side were Pullman cars which were stored in the yard. These cars were only absolutely no damage done to the cars. If the doors, and the paint was slightly blistered, but 18 inches outside of the Rolling Galvanized Iron Doors had not been there to protect them, the cars would have been absolutely ruined, as it was a very hot fire.

"The doors remained intact and in position, with the exception that the shaft sagged down about twelve inches in the center from excessive heat, and the malleable iron gears were melted and warping in some cases.

"The railroad officials state that they are positive if it had not been for the Edwards Galvanized Iron Doors very much greater damage would have resulted."

*Our Engineering Department will submit plans and specifications. Write today for catalog.*

### The Edwards Manufacturing Co.

Lester G. Wilson, Consulting Engineer  
339-389 Eggleston Ave.  
CINCINNATI, OHIO

The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Spanish Tile, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Metal Shelving, Rolling Steel Doors, Partitions, Etc.





## A Renewable Bottom Spout.

"The greatest improvement in grain loading spouts made since the invention of the flexible spout," is the claim made for the renewable bottom spout now being manufactured by the Kewanee Implement Co.; and the elevator operator who has endeavored in vain to stop the holes in the bottom of his flexible spout with pieces of sheet iron and rags will feel disposed to grant the justness of the claim without any argument.

As will be seen by the photographs reproduced herewith, the method of providing a renewable bottom for each section of the spout is simple indeed. A piece is cut from the metal which forms the section, and another piece of metal is fastened rigidly within the section to form a bottom which can be taken out and changed at will. The renewing portion is somewhat larger than the opening created when the cutting was made, and it is held in position at one end by a lug which fits into a slot, while at the other end a bolt is inserted thru a hole to fasten it firmly.

The renewable bottom is made of iron that has greater wearing qualities than that of the remainder of the section, but of course holes will form in it in time. One who understands the tremendous amount of friction generated by falling grain will know that metal cannot be made to withstand it indefinitely. But,

when the hole appears it is a simple matter to take out the worn bottom and to insert a new one. Then the spout is not only as good as new, but so far as the part which receives the wear is concerned it actually is new.



Improved Lug and Chain used on Renewable Bottom Spout.

To add still further to the usefulness of the spout the makers have designed a special lug for attaching each section to the chain that binds several sections into a flexible spout; and with the lug is used a solid link chain instead of the welded link chain usually used on flexible grain spouts.

The lug is made with projections at right angles to its shaft at the end opposite the place of riveting onto the section. Each link of the chain has a slot just large enough to fit snugly over the projections on the lug when the slot is turned in the proper position.

To assemble a spout the link is turned so that it will slip over the projections, and then after it has passed the projections it is again turned so that it cannot come off. The result is a spout which may be assembled or disassembled quickly, and the necessity for troublesome cotter pins and washers on each lug is eliminated.

THE NEW ZEALAND government has guaranteed wheat growers \$1.46 per bushel for the coming crop.

TRADERS exceeding the quantity authorized by the Grain Exchange are being called for extra heavy margins by the clearing house of the Winnipeg Grain Exchange.

AN INCREASE in the guaranteed minimum price of wheat to \$2.50 was again favored by the Senate May 3, when the agricultural appropriation bill was returned to conference with the \$2.50 clause retained.

FLOUR is so plentiful and cheap in Canada that automobile parties are carrying flour on their return into New York state. For some reason the federal food administrator at Buffalo objects to this and threatens to put a stop to the practice.

## An Improved Distributor.

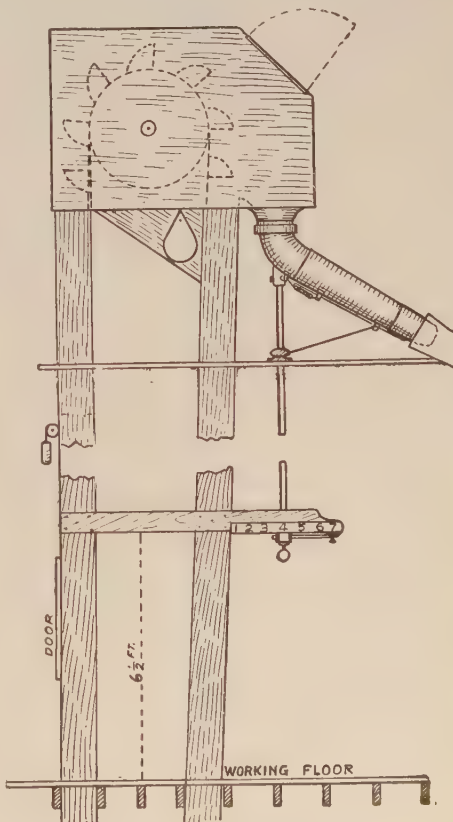
The problem of receiving grain as it is dumped by the buckets at the elevator head has been given careful attention by owners and builders of grain handling plants, because it is one of the most important features in connection with the handling of grain in bulk. It is necessary that the grain discharged by the buckets be guided upon its course to one of the several bins in the house without loss and without the possibility of mixing with the grain in other bins. Business methods of today demand that every operation be conducted with the greatest degree of economy and accuracy it is possible to attain; and the narrow margin upon which grain is handled does not permit of waste or mixing.

The Birchard Improved Distributor, manufactured by the York Foundry & Machine Works, is one of the devices that have been developed for guiding the grain from elevator head to bin spout.

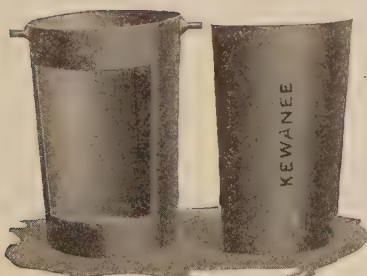
The elbow of the distributor illustrated herewith is cast in one piece, which includes the coupling and the small sheave. The hopper is made of heavy cast iron, and the elbow fits loosely over the hopper, thus adjusting itself to any settling of the building. The bottom of the elbow where the grain strikes is  $\frac{3}{4}$ " thick, and the extension is made of 12-gauge blue annealed steel. The extension is so constructed that it can be turned three times, making it possible to wear the spout out on three different sides.

A sleeve at the end of the extension enters the bin spout about three inches and makes a positive connection with the bin spout, and is said to eliminate all possibility of scattering or mixing grain. A ball bearing collar for carrying the weight of the distributor is an item of special equipment.

For moving the distributing spout into



An Improved Grain Distributor.



Renewable Bottom Spout.



connection with the spout leading to the bin into which the grain is to be placed a rod is extended to the working floor, where it terminates in a controlling handle that is mounted beneath a board having numbers corresponding to the numbers of the several bins. To permit the spout to be turned by means of the rod and handle provision is made for lifting the sleeve on the extension spout out of engagement with the bin spout; and when the spout is once more placed opposite a bin spout the sleeve protrudes into the opening to lock the distributor and to prevent it from discharging grain into any other bin than the one desired.

### No Prospect for Cheaper Elevator Machinery.

*Grain Dealers Journal:* In our opinion, there is no good reason for an elevator owner to delay repairs or improvements in his plant on account of high costs of material and labor. The average increase in the cost of machinery, as compared with four years ago, is about 50%, and we cannot foresee any condition which might tend to decrease present costs two years, or even five years, hence.

The best authorities are of the opinion that the war will continue from three to five years. The longer we are at war, the scarcer material and labor will become for industrial purposes. This outlook would not indicate decreased costs. If the war should terminate sooner, and we all hope it will, we cannot imagine cheaper material, as the demand will certainly be increased owing to reconstruction abroad, and increased building activities to make up for suspended activities at the present time.

We look upon it as the patriotic duty of every grain dealer to get his equipment in the best possible shape to handle the coming crop quickly and economically. This will not only result in profit to himself individually, but will greatly assist the Government in handling the food situation. We look upon the maintenance of grain elevators as a very necessary expenditure at this time. Money spent for this cannot in any way be construed as an unnecessary expenditure or to satisfy the craving for luxuries.

Let us warn the elevator man to order his requirements early. Delay may mean serious loss. Don't rely upon eleventh hour service this year. Freight and express shipments move slowly, and because of increased movement of troops and Government supplies, they are likely to move slower in the future. Temporary embargoes by railroads are of almost daily occurrence. Everything possible is being done by manufacturers and the Government to keep preferred shipments moving. Nevertheless, the purchasers should take steps to avoid inevitable delays by planning ahead. If he waits until the usual time for placing orders, it may be impossible to have shipments reach him in time.

Place your orders now, even though you will not actually require the use of the equipment for several months. That is the only way to be sure and safe against loss that you are almost certain to suffer, if you delay placing your orders until the last minute.—Yours truly, Union Iron Works, Max H. Hurd, Sec'y, Decatur, Ill.

A CARGO of 2,300 tons of flaxseed from Buenos Aires, Argentina, arrived Apr. 26 at Baltimore, Md.

## Supply Trade

MEMPHIS, TENN.—The capital stock of the Bosworth Bag Co. has recently been increased from \$100,000 to \$250,000.

ST. LOUIS, Mo.—The Walter A. Zelnicker Supply Co. now has its bulletin No. 241 ready to mail Journal readers who request it.

SET YOUR light on the candlestick of Journal advertising—don't hide it under a bushel. Use space regularly to enlighten the buyers in the grain trade. The Journal is the best medium through which to reach this field.

THIS is not the time to curtail or discontinue advertising, but rather a time to give more real intensive thought to both the message and the messenger; to make it most resultful in building good will and bigger profits.—L. W. Young.

CHICAGO, ILL.—The use of Link-Belt Chain Drives on Machine Tools is very thoroly described and profusely illustrated in an interesting Book No. 312 recently issued by the Link-Belt Co. This book will be sent to Journal readers who request it.

SIOUX CITY, IA.—Mrs. J. F. Younglove has many friends in the grain trade, who will regret to learn of her continued confinement in a hospital at Rochester, Minn., where she is suffering from a nervous breakdown. An early and complete recovery is hoped for.

DAVENPORT, IA.—Henry Noth, the originator and inventor of the first open pneumatic system of malting, which is now in use in many of the large malt houses in the United States, died April 27. Up to eight years ago Mr. Noth acted as general superintendent of the Davenport Malt & Grain Co. Funeral services were held in this city. He is survived by four daughters and one son, Geo. J. Noth, Chicago representative of Sprout Waldron & Co.

YORK, NEB.—An elevator pulley that is proving very popular throughout the elevator trade, and which is now being recognized by grain men as the most practical head elevator pulley on the market, is the cast iron center steel rim head elevator pulley manufactured and sold by the York Foundry and Engine Works. This pulley is made with a cast iron center and heavy 12 gauge blue annealed steel rim, making it lighter but stronger than the solid iron pulley. Journal readers will learn more about this pulley by writing the manufacturer.

WASHINGTON, D. C.—President Wilson recently sent to the senate the nomination of Clifford M. Leonard, pres. of the Leonard Construction Co., to be a member of the board of directors of the war finance corporation. Mr. Leonard was appointed to fill the vacancy created by the resignation of Allen Forbes, and his appointment is for a term of two years. Mr. Leonard's rise in the business world is quite interesting. He began work, after graduating, as a rodman for the B. & O. railway and later was connected with other railroads in an engineering capacity. In 1905 he organized the Leonard-Martin Const. Co. which later became the Leonard Constr. Co., of which he is still president, treasurer and general manager.

### 1918 Elevator-Army Styles.

Metal headwear is much in vogue because of its utility when the wearer is under fire.

Belts now are adjusted to the middle of the surface on which they bear and variation therefrom is not considered good form.

Boots are designed with an eye to utility, rather than beauty, but leaking boots will not pass inspection.

Automatics are the thing this year. They must be speckless, dustless and available for instant use.

Legs preferably are shapely, but must be in good working order so that they can be operated without interference.

Cool heads are highly commended and much praised both in America and Europe.

It is much to be regretted that many fall in their boots in Europe, but the habit is little in evidence here.

Tanks are still considered quite the thing, if boots are to be kept dry.

It is the opinion of those high in Fashion's confidences, that if belts are not tightened in the elevators they will have to be tightened in France.

Shell shock in elevator circles is not so drastic as in Europe.

Prepare to expedite the forwarding of grain.

### Effective Protest Against Government Engaging in Bean Business.

At the meeting of bean handlers, canners and growers held at Saginaw, Mich., Apr. 23, a com'tee was appointed to go to Washington and protest against the Food Administration crowding the Michigan pea bean off the market. N. S. Simpson of the state food board was chairman of the meeting. The Federal Food Administration has been pushing the sale of pinto beans grown in Colorado and New Mexico and by purchases of large quantities is underselling the Michigan bean.

The following appeared before Food Administrator Hoover: Governor A. E. Sleeper of Michigan; I. R. Waterbury of the Michigan Board of Agriculture; Nathan F. Simpson, representing the farmers; J. B. Crawford, the bankers; Frank Gerber, the canners; and Fred Welch, F. E. Lewellyn and M. J. Hart, the elevator operators and jobbers.

The Food Administration then decided that the ordinary channels of distribution were ample and will discontinue trading.

The following statement was given out: The pinto beans purchased and held by the Food Administrations will be withheld from the general trade pending the marketing of the pea and navy beans in the hands of the farmers in Michigan which are practically the only beans of this variety now available to the general trade in the United States. That for the purpose of relieving the Michigan farmers and thus enabling these farmers to finance the planting of the 1918 crop, it will encourage their purchase by the army and navy of such that are in proper condition at competitive prices.

IN ACCORDANCE with a Government decree, all supplies of fertilizers amounting to more than 100 kilos have been requisitioned by the Swedish government. The term "fertilizer" includes Chile saltpeter (sodium nitrate), Norwegian saltpeter (calcium nitrate), carbide nitrogen (lime nitrogen), sulphate of ammonia (ammonium sulphate), superphosphate, Tomas phosphate, bone dust, herring guano and potash fertilizer, potassic salt and kainite, reports the American minister at Stockholm.



# FOREWORD

The agony of handling the wet corn crop of 1917 is about over—and the severity of the lesson in unpreparedness (for drying) has thoroughly been impressed on the unprepared.

The necessity of HESS DRIERS as a part of the **regular equipment** of the elevator and mill is now fully recognized and conceded.

We have a limited supply of drier material and the best and largest corps of drier men in employment anywhere. Yet mechanics are scarce, considering the many demands for service.

We ask you to anticipate your needs in the way of driers and to complete your plans as early as practicable—thus enabling us to serve you fully and promptly.

**Our record for the season of 1917-1918 was two HESS DRIERS shipped and installed for every three working days**—an unequalled record in the annals of drier making.

## Hess Warming & Ventilating Co.

**907 Tacoma Building, Chicago**

*A New Drier Booklet will be ready May 25th*



## Protection Against Failure of Contractor.

The prospective builder of a grain elevator usually decides for himself what shall be the storage capacity and handling capacity of the contemplated elevator; and then calls upon a contractor who combines the functions of both engineer and constructor, to design a house that the latter will erect for a certain sum of money, or on the cost plus basis.

This course of action places a great deal of responsibility on the builder, who, if he values his reputation, will most carefully investigate for himself the location, character of the ground, adaptability of the house to the business to be conducted and the proper combination of the parts, to the end that when completed it will be satisfactory to the owner. The elevator builder who specializes in grain storage and who has a record behind him of good work in this line usually can be trusted to look after the interests of the owner.

Contractors who are making their first venture into the elevator field can not be so trusted. They lack experience in this special work. They may be silo builders to whom the placing of steel reinforcement in concrete is mere rule of thumb. They may be contractors with pretentious front offices and national reputation, who for reasons not creditable to themselves find business in their former lines difficult to obtain and are reaching out into the elevator field. Having no reputation in this line to lose they are willing to assume that the owner knows what he wants and what he needs, and that if they follow the dimensions in the plans they can use poor material and successfully evade responsibility for hidden defects in construction and failure of the completed plant to operate as desired by the owner, by taking refuge in plans and specifications drawn by themselves with the purpose of providing these loopholes.

To protect himself in dealing with a contractor who lacks experience or capital the owner can have recourse to a surety bond. The surety companies have found that the great majority of contractors are honest, and for a small fee will guarantee either that the elevator will be an efficient handling house, or that the builder will perform the written agreement. The requirement that the builder shall give a surety bond means much to the owner. In some cases it will protect him from the irresponsible builder before even the foundation of the structure has been laid, for the known crook cannot get a surety company to go on his bond.

THE SURETY BOND protects the owner against a dozen contingencies, such as:

- Lack of experience.
- Lack of working capital.
- Lack of ability to superintend.
- Failure to insure against fire.
- Incompetent and dishonest foreman.
- General bad and careless management.
- Inability to figure cost of labor and material.

Permitting liens for material and labor to be filed.

Lack of sufficient equipment to carry on the work.

Failure to insure against injury to workmen and the public.

Too much work on hand to properly superintend or finance.

Finding real estate listed in contractor's financial statement is not held in his name.

The easy going practices of the owners and the surety companies have developed a large number of so-called contractors who have nothing to lose and all to gain, and who have undertaken work at ridiculously low figures expecting to make a profit from slighting the job or skipping out without paying their bills for labor and materials. The result is it is much harder now for a contractor to secure his bond. The surety company now looks up his bank references, bank account, figures up his quick assets and looks up his record. This report is entered in a card catalog and a second application for bond is granted immediately without investigation unless a year has elapsed, when a new financial statement is requested.

When an architect has been employed the owner has the additional protection of his professional skill; and the American Institute of Architects and the National Ass'n of Builders have agreed upon a uniform contract between owner and builder, covering alterations, departures from plan, condemnation of defective work, taking over of work by owner on default of contractor, liens, insurance and terms of payment. By following this form the owner has all the advantages of a definite understanding.

Besides the uniform contract the owner may have the surety bond, in which case his protection is complete. Each surety company has its own form of bond, but the principal clauses are practically the same, as follows:

**First:** That in the event of any default on the part of the principal, a written statement of the particular facts showing such default and the date thereof, shall be immediately delivered to the surety, by registered mail, at its home office in the city of Hartford, Connecticut; that, in the event of any default, the surety shall have the right at its option to proceed, or procure others to proceed, with the performance of such contract; that if the surety does proceed or procure others to proceed with the performance of such contract any and all moneys or property that may at the time of such default be due, or that thereafter may become due to the principal under said contract shall become payable to the surety and shall be paid to it; and the surety shall be subrogated to all of the rights of the principal.

**Second:** That no action, suit or proceeding shall be had or maintained against the surety on this instrument unless the same be brought or instituted and process served upon the surety within six months after the date or time fixed in said contract for the completion of the work mentioned therein, provided, however, if there is any maintenance or other guarantee in such contract obligating the principal for a period after the date of completion and acceptance of the work, any action, suit or proceeding for recovery of damages sustained by reason of the failure of the principal to perform the terms and conditions of such contract pertaining to such maintenance or other guarantees may be had or maintained against the surety on this instrument if the same be brought or instituted and process served upon the surety therein within three months after the date of expiration of said maintenance or other guarantee period. That the principal shall be made a party to any action, suit or proceeding had or maintained against the surety on this instrument.

**Third:** That the surety shall not be liable for any damages resulting from strikes or labor difficulties, mobs, riots, fire, the elements, or Act of God, nor for the repair or reconstruction of any work or materials damaged or destroyed by any of such causes.

**Fourth:** That the obligee shall faithfully perform all the terms, covenants and conditions of such contract on the part of the obligee to be performed; that the obligee shall retain that proportion, if any, which such contract specifies the obligee shall or may retain of the value of all work performed or materials furnished in the prosecution of such contract (not less, however, than ten per centum of such value), until the complete performance by the principal

of all the terms, covenants and conditions of said contract on the principal's part to be performed; that no change shall be made in the plans, specifications, terms, covenants and conditions of such contract which shall increase the amount to be paid the principal more than ten per centum of the penalty of this instrument without the written consent of the surety.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates.

**W. T. L.** in Sup. 51-A to Circular 1-M gives rules, regulations and exceptions to classifications, effective April 20.

**C., B. & Q.** in Sup. 18 to 3457-G gives rules and regulations applying to traffic on its own and connecting lines, effective May 1.

**L. & N.** in Circular 5132 gives rules governing the reshipping of flour at Franklin, Tenn., to Mobile, Ala., New Orleans, La., and points in Montgomery and Southeastern territories, effective May 16, being reductions.

**Monon** in 7043 gives local and proportional rates on hay, grain, grain products and by-products and malt in carloads from points on its own lines to points in Illinois, Indiana, Michigan and Ohio, effective May 5.

**Monon** in Sup. 27 to 4755-A gives rates on grain in car lots from Chicago and Chicago territory, to Baltimore, Boston, New York, Philadelphia, Pittsburgh and other points in eastern states and Canada, effective April 25.

**Monon** in 7038 gives rates on grain and grain products carloads and less, also on flaxseed in car loads, from its own stations to points in Illinois, Indiana, Iowa, Michigan, New York, Ohio and Pennsylvania, effective April 30.

**G. N.** in Sup. 19 to 634-A gives rates on grain and grain products between stations in Montana and Idaho and Seattle, Tacoma, Bellingham and Everett, Wash., Portland, Ore., Vancouver, B. C., and other stations, effective May 1.

**C., B. & Q.** in Sup. 8-A to 1921-E gives switching charges between industries on its own tracks at Chicago, Hawthorne and Clyde, Ill., and junctions with connecting lines, also, from one location to another on its own lines, effective May 28.

**C., B. & Q.** in Sup. 11 to 1218-C names joint freight rates on grain, grain products, etc. in carloads from stations in Nebraska, Kansas and Colorado on its own lines to Cairo, Metropolis, Ill., Evansville, Ind., Memphis, Tenn., and New Orleans, La., effective June 5.

**L. C.** in Sup. 1 to 1000-A quotes rates on barley, corn, oats, rye, wheat from stations on the Monon and Big Four to Louisville, Ky., to be milled in transit and products shipped to Baton Rouge, La., Greenville, Miss., Helena, Ark., Natchez, and Vicksburg, Miss., and New Orleans, La., effective May 25.

**Monon** in 7037 gives joint and proportional rates on grain, grain products and by-products and malt in car lots from Chicago, Englewood, Hegewisch, Pullman Junction and South Deering, Ill., and Hammond, Ind., to principal points in Indiana, Kentucky, New York, Ohio, Pennsylvania and West Virginia, effective April 28.

THE CORN BORER is ruining cornfields within 25 miles of Boston, Mass. The insect is believed to have been brot to Boston in shipments of hemp from Europe. The larva winters in corn stalks and stubble and in the spring emerges as a moth that lays 250 eggs. The remedy is to burn the stubble.



# You Can Add \$500 to \$1000 a Month to Your Profits

By installing an AMERICAN (Midget) MARVEL MILL in connection with your elevator, you can supply most of the wheat flour used in your community.

This mill takes up little space. You have sufficient power to run it. You have the co-operation of the wheat growers. You have the buying power. You have the ready market. And you will have our nationally advertised brand of flour, "FLavo," to use as your own. Really a ready made business. One man can do all the work.

*It requires absolutely no experience to operate an AMERICAN (Midget) MARVEL MILL. A great percentage of the owners of these mills have had absolutely no previous experience.*

This mill produces more flour per

bushel of wheat and of a higher quality than any other mill.

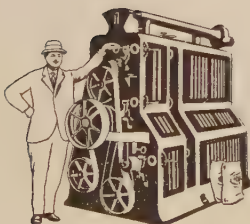
The short system of milling retains in the flour the full nourishing value of the whole wheat flour. Housewives prefer it to all others once they have tried it!

Write today for our free booklet, "Evidence." You will find it most interesting. Let us tell you about our easy terms of payment. Our money-back guarantee. Our free Service Plan. Our Community Marvel Millers Association.

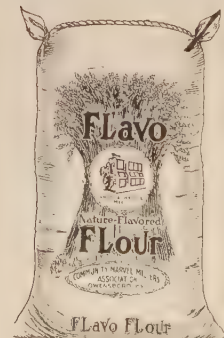
Writing for this information obligates you in no way.

## ANGLO-AMERICAN MILL CO., Inc.

435 Trust Bldg., OWENSBORO, KY.



**Money-  
Back Guar-  
antee—Easy  
Terms of  
Payment**





## Supreme Court Decisions

### Exchange Rules Part of Contract.—

Where a contract provided that it was subject to the rules and regulations of the Merchants' Exchange, such rules and regulations became a part of the contract.—*Helm v. C. H. Albers Commission Co.* Supreme Court of Missouri. 199 S. W. 1008.

**Title Under B/L.**—Altho delivery Bs/L to the shipper's order to bank places the legal title to the shipment in the bank, whether there is a sale of the shipment, or merely a transfer of title for security, depends upon the intention of the parties, to be determined in the light of all the circumstances and their conduct in the premises.—*Cochrane v. First Nat. Bank.* Kansas City Court of Appeals, Missouri. 201 S. W. 572.

**Contract Based on Sample.**—Even if a contract, otherwise showing an actual sale of barley, might be construed to be executory, because of the expression "as per your samp. No. 1 Fen," though there was testimony that no sample was given, yet the positive testimony of the parties that the transaction was an absolute sale, raised a conflict of evidence for the jury, against motion for non-suit.—*Globe Grain & Milling Co. v. Drenth, Constable.* District Court of Appeal, California. 171 Pac. 821.

**Filing Claim Within Four Months.**—A claim for the value of a shipment of grain misdelivered by the carrier is sufficiently made to satisfy the requirements of the B/L that any claim based on failure to make delivery shall be made in writing within four months after the time for delivery has elapsed, where it appears that the defendant and the plaintiff negotiated a settlement of plaintiff's claim by letter before the expiration of the four-month period, and that the claim was declined after the expiration of such period on grounds other than that plaintiff had not complied with the four-month clause of the B/L.—*C. R. I. & P. Ry. Co. v. Pruitt.* Supreme Court of Oklahoma. 171 Pac. 718.

**Carrier Liable for Delay.**—In action for damages to potatoes shipped, as bearing on the question of unreasonable time in delivery, it was competent to show the actual time consumed, and the distance and usual time required for similar shipments. If unusual conditions cause unavoidable delay, preventing the carrier from delivering goods with reasonable dispatch, the burden is upon the carrier to show such conditions. If the evidence shows unreasonable delay in dispatching a shipment, the condition of the goods on arrival at destination may fairly raise a question, in the absence of evidence by defendant, whether the carrier exercised the care required by Comp. Laws 1915, § 8176.—*A. F. Young & Co. v. Grand Rapids & Indiana R. R. Co.* Supreme Court of Michigan. 167 N. W. 11.

**Liability of Surety on Storage Ticket.**—The surety on a public warehouseman's bond given pursuant to section 2247, Rev. Codes 1905 (section 3111, Comp. Laws 1913) is not liable for a default of the principal occurring more than three years after the bond, by its terms, had expired, and after two successive renewal bonds had been given by the same principal, even though the default was in connection with grain stored while the surety's bond was in force. Where grain is stored in a public warehouse and a storage ticket issued therefor to the owner, no default sufficient to hold the surety on the warehouseman's bond occurs until the ticket is presented and demand made for the grain or its equivalent and the same is refused.—*Reilly v. Farmers Elevator Co. of Lansford.* Supreme Court of North Dakota. 167 N. W. 223.

**Application of Corn on Contract.**—Where defendant agreed to deliver corn to plaintiffs, and executed receipts for advancements, owing them nothing else at the time, and he delivered corn without attempting to collect money, it should be presumed that the corn received was applied to the receipts, and, when their amount in value of corn had been delivered, the plaintiffs could not recover attorney's fees as provided in the receipts.—*Edward Born v. Union Elevator Co., of New Richmond.* Appellate Court of Indiana. 118 N. E. 973.

**Delivery on Team Track.**—The placing of a car upon the public team track, in order that plaintiff should unload it, concurred in and acted upon by plaintiff, was a complete delivery, and terminated the undertaking and obligation of the defendant as a common carrier. Where a carrier had delivered goods to plaintiff on the public team track, the fact that a part of them remained in the car, as matter of convenience to plaintiff, did not impose any relation, liability, or duty upon the carrier.—*Anthony & Jones Co. v. New York Central & H. R. R. Co.* Court of Appeals of New York. 119 N. E. 90.

**Sale of Grain by One Not Owner.**—In an action brought to recover damages from a vendor, occasioned by the sale of grain to which vendor had no title and of which the vendee had been deprived in a suit brought against him by the owner, it is held that the judgment in the former suit against the present plaintiff is admissible for the purpose of showing that he had been deprived of the grain. A contract for the purchase of land upon which the grain was grown, in which the vendor reserved title to the grain grown thereon as security for the payment of the purchase price, was properly admitted in evidence for the purpose of showing lack of title in the defendant.—*Farmers Equity Exchange v. Blum.* Supreme Court of North Dakota. 166 N. W. 822.

## To Dedicate New Cincinnati Exchange.

A monster meeting of men of the grain trade is planned for Cincinnati, May 21, when the recently launched Cincinnati Grain & Hay Exchange will be formally dedicated. Five thousand invitations have been issued by the exchange, the recipients being asked to participate in discussion of trade topics and enjoy Queen City hospitality.

The invitation is broadly extended by Pres. E. A. Fitzgerald to every grain man in the United States, and includes a command to be present at the banquet to be held at Hotel Gibson in the evening. Acceptances are asked, to reach Alfred Gowling, chairman of the entertainment committee, not later than May 20.

E. C. Eikenberry, president of the Grain Dealers National Ass'n, will speak at the banquet, and lead a discussion which should enable shipper and buyer to get together.

A program of entertainment and speeches is being arranged and among the speakers who have signified that they will be present are Julius H. Barnes of the Food Administration Grain Corporation and H. D. Irwin of Philadelphia in charge of the wheat zone in which Cincinnati is situated.

E. A. Fitzgerald is pres. and D. J. Schuh sec'y of the new exchange, the members of which were formerly part of the Cincinnati Chamber of Commerce.

**DISCRIMINATION** in the sale of gasoline and suppression of competition are charged against the Standard Oil Co. of Indiana, by the Federal Trade Commission in a complaint recently filed.

## Broken Windows.

BY TRAVELER.

Starting from Chicago on a trip that was to last a week, and that was to take me across the state of Illinois and well into Iowa, the first country elevator that was seen had a broken pane in the cupola window. During the remainder of the trip notes were made as to the condition in this respect of each elevator seen, and at the end my record showed that 46 elevators had a total of 66 broken window panes on the track side. In other words, opportunity for locomotive sparks to enter those 46 elevators was about 143% perfect. And when an elevator burns the first cry is that of "enemy alien activity!"

The elevator must have windows to admit light and air, but it is not necessary to leave the openings unprotected for the entrance of locomotive sparks and sparrows.

The glass in elevator windows usually is broken from the outside, and in most cases the breakage is the work of small boys with sling shots who find pleasure in improving their marksmanship by using the window for a target. Kaiser Bill can find food for thought in the fact that the boys do wonderfully effective work after they once get the range, and let him remember that some of the men who now are opposing his forces in France got their first lessons in marksmanship by breaking windows in the old elevator at home.

The problem for the owner of the elevator is that of preventing window breakage. To do this he must place heavy wire screens over the windows. The screens will serve the double purpose of stopping stones and of blocking the entrance of locomotive sparks and birds when the window is open. In applying the wire a space of about ½ inch should be left at the bottom of the frame to allow for pushing out dirt which may gather on the window sill.

As it requires considerable scaffolding to apply the wire on windows of the cupola the following method will be found effective in preparing the wire for application from the inside of the building. Take 2" lumber and make a frame whose outside dimensions are slightly less than the inside measurement of the casing on the outside of the window frame. Cut the wire about 2" wider and ½" longer than the frame made from the 2" lumber; lay the screen on this frame so that it extends beyond the edge 1" at the sides and top; and bend down the wire which projects, cutting the two upper corners to permit the wire to be folded over. The screen then will be formed to set into the window frame and it can be tacked along the portion which has been bent over, the tacks being put thru the wire and into the edge of the outside casing boards. Having cut the wire only ½" longer than the forming frame, and having bent it over 1" at the top, an opening of about ½" is provided at the bottom.

With good glass in the windows, and with screens put up in the manner described, the plant is protected against one of its worst enemies, the locomotive spark. To make doubly certain that the window glass will remain intact wire glass may be substituted for ordinary glazing in the windows. It will be found worth the extra cost.

THE RESIGNATION of Baron Rhondra as food controller has not been accepted by Premier Lloyd George, altho he has been confined to his bed for several weeks.



# A Profitable Business

Installation of an attrition mill has entirely changed the complexion of the business handled by many country grain dealers. Instead of being limited to buying and selling whole grains, the country grain dealer is now producing and handling grain products for animals and humans. The outcome is to spread the busy season over twelve months, instead of confining to the usual crop moving period. The following excerpts from letters will substantiate the claim that feed grinding is a profitable business for the grain dealer to have in connection with his regular business.

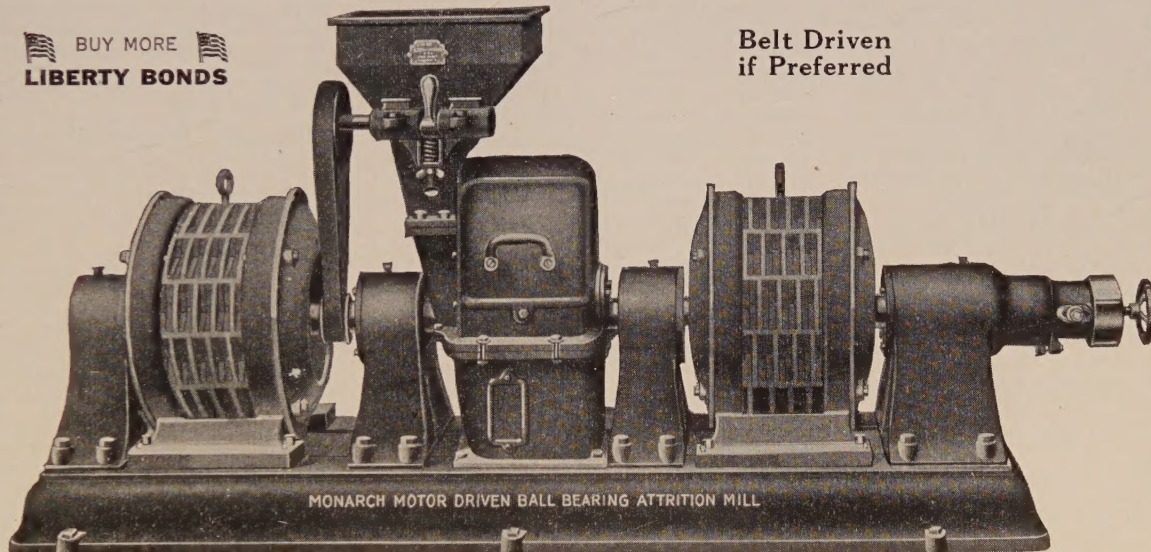
"It is surprising how much trade the grinding brings us directly, and also the town in general. The grinding nets us \$1,200 a year, but it certainly pays us on our other business increase. We are certainly satisfied with our investment.

"We are satisfied that a good feed grinder brings us business, we would not get without it. After a farmer becomes accustomed to bringing his grain to grind he also gets the habit of selling you his grain to ship.

"I have been operating an attrition mill for two years, and have found it satisfactory in every way. I grind all kinds of grain on it. At the rate I charge I find it a profitable side line for my regular business.

BUY MORE  
LIBERTY BONDS

Belt Driven  
if Preferred



## Monarch Ball Bearing Attrition Mills

are giving excellent service in hundreds of country elevators. If you have not given thought to this most profitable of side lines, you owe it to your business to investigate the MONARCH. Every possible form of design for the saving of time, labor and material has been incorporated in this satisfactory feed grinder.

It requires no tramming, the ground product is always uniform, it saves power, amounting under varying conditions to from 25% to 50% and 95% of the cost of lubricants, compared with a journal bearing machine.

Do you want a catalog or shall we have a representative call on you?

# SPROUT, WALDRON & COMPANY

## Mill Builders and Milling Engineers

P. O. Box No. 26

Main Office and Works MUNCY, PA. Chicago Office No. 9 So. Clinton



## Patents Granted

**1,264,024. Reducer for Grain Sackers.** Monroe Davis, Enid, Okla. A reducer is inserted into the lower end of the grain discharge pipe, in which suction is created in the reverse direction to the travel of the grain. Slidable on the discharge pipe is a valve ring for controlling the amount of air entering thru the inner open end of the sleeve into which the outlet end of the discharge pipe projects.

**1,263,364. Pneumatic Grain Elevator.** Geo. Bernert, Milwaukee, Wis. The vertical portions of the conveyor trunk are connected by inclined portions at an obtuse angle of 30 to 60 degrees, whereby the material may be successively lifted by a series of steps. Each inclined opening has an inlet opening in its top, a mechanical feeding means connected with each opening and a blower connected with the lower end to the lowermost inlet opening, to force air up thru the trunk to raise material dropped thru the inlet. A valve prevents passage of air thru the inlet.

**1,262,842. Grain Salvaging Car.** Oliver W. Randolph, Toledo, O. An air heater, elevating compartment and drying compartment are mounted on a car body. A heater in the car delivers heated air to a blower connected with the air space in the drier compartment, and this inclosed air space has on each side of it a first and a second section of the drier. Each drier section has a hopper and vertical drier chutes. Grain supplied to the elevator leg is delivered to the hopper of the first drier section, and grain from the first drier is dropped into the boot of a second elevator leg and delivered to the hopper of the second drier section, from which it is taken off by loading mechanism.

**1,262,841. Heater for Grain Driers.** Oliver W. Randolph, Toledo, O. This patent cov-

ers the furnace supplying the hot air and provides for regulation of the temperature and the mixing of air and gases. The furnace has a heating chamber thru which air heating tubes extend and supply air to the mixing chamber, the two chambers being connected by a duct. The mixing chamber is connected by an air duct with the air intake of a blower fan, whereby air is drawn thru the heating tubes and both air and gases thru the duct of the heating chamber into the mixing chamber. Means are provided to vary the volume of air and gases drawn from the heating tubes and the mixing chamber, and to regulate the degree of heat in the latter.

### Extremes and the Happy Medium.

One who travels among country grain dealers frequently calls upon an elevator owner who plainly is trying to do more work than it is possible for one man to perform efficiently, the result being that he is not able to render the fullest service to his community. This man does the work of buying the grain, attending to the keeping of the records in the office, operating the elevator, loading the cars, and in fact everything that is to be done about the plant. Many times he does not have enuf time to do any of the work well.

In contrast with this man there are those who go to the other extreme in that more men are employed for the work than is necessary. One case in point is that of an Iowa town, served by three railroads, in which a farmers organization is engaged in the grain business. The company operates three elevators, one located on each of the railroads. One man is required to operate each elevator and a manager and two or three bookkeepers were engaged in the office at the time the observation was made. This represents, therefore, the efforts of six or seven men and the mechanical equipment of three elevators which is devoted to the handling of grain from a single community whose grain growing territory is not unusually large. Obviously there is an economic waste.

The ideal condition would be that happy medium between these two extremes which provides just enuf men and just enuf equipment to care for the grain produced in the territory served, and to care for it with full efficiency. It is a mistaken policy for one man to attempt to do the work of two or three, because he is sure to fail, and, failing, cause a loss. In the counter policy which permits the employment of three men or three machines to do the work of two intelligent organization is lacking.

The grain dealer's function is that of service, and the profit which he receives upon the grain he handles is the compensation awarded to him by society for the service he performs.

The operation of natural laws will bring about the elimination of the dealer who, while trying to do more than is humanly possible, fails to render efficient service; and soon or late the same laws will weed out the organization that, solely because of the vast amount of effort wasted by its members, requires for its support a greater compensation than is necessary.

The many friends of F. S. Rexford will be glad to learn that he will cover his old territory of Southern Kansas and Oklahoma for the Grain Dealers Fire Ins. Co. as of yore. He will make his home at Wichita, Kan., and run a Ford from elevator to elevator.

### Elevator Casualties.

John F. Smith, millwright employed by Cutsinger & Thompson at Shelbyville, Ind., was injured by running a nail into his right hand, an injury covered by casualty insurance.

Elmer Sanders, assistant foreman employed by the E. E. Delp Grain Co., at Bourbon, Ind., slipped and strained his knee while fixing an elevator leg on Apr. 10.

W. A. Head, employed by the Rapier Sugar Feed Co. at Owensboro, Ky., as night watchman, while ejecting a trespasser from the grounds was struck with a knife and wounded.

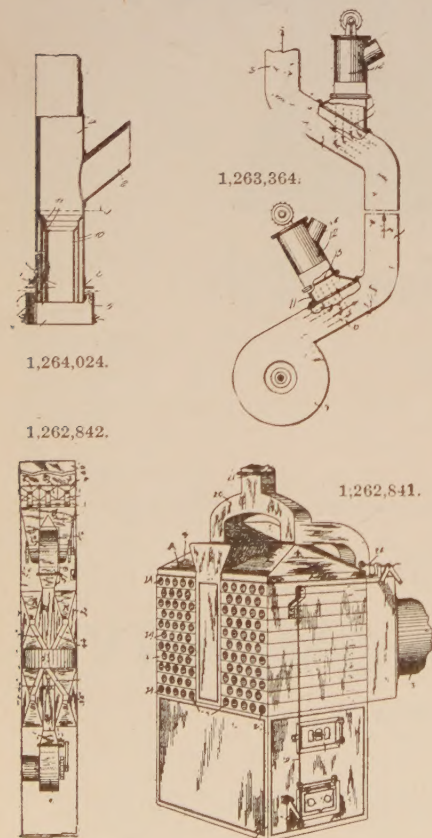
## Books Received

**AMERICAN CHAMBER OF COMMERCE Year Book for 1917** gives much information on this organization of United States firms in London, Eng., including list of members and by-laws. Issued by J. Tuck Sherman, secy., 8 Waterloo Place, London, S. W., Eng.

**WAR FINANCE CORPORATION ACT**, as approved April 5, is published in full, with an interesting exposition of powers under the Act, and index, in a 52-page pamphlet issued by the Guaranty Trust Co. of New York.

**THACKER'S DIRECTORY of Wholesale Grocers, semi-jobbers, and chain stores in the United States and Canada**, embracing as it does several thousand business firms carefully classified, with designation of specific lines handled and location of branches, by states and cities, and with financial ratings, is of the greatest service to anyone engaged in the distribution of foodstuffs. The 1918 Red Book is published by the Orrin Thacker Directory, 33 W. Gay St., Columbus, O. Price, \$1.50.

**CATALOG NO. 110** is the biggest and best listing a general line of supplies and machinery for the grain elevator. Its compilers have not been content with giving dimensions and prices on every one of the million items listed, but have added over fifty pages of useful engineering and mechanical tables on water, electricity and steam, weight of all materials per cubic foot, melting points of metals, how to calculate the horse power of engines, of shafting and of flywheels, value of heating surfaces, speed of grain elevator belts, rails, splices, spikes and bolts for railroad tracks, 6 ways of tempering steel, tensile strength of all materials, weights and measures, volume of air discharged thru round orifices of a dozen different diameters at a dozen different pressures, amount of paint required, strength of bolts and suspension rods, weights and dimensions of all kinds of round and square iron and steel, how many nuts and bolts to the keg, parcel post information, including three pages showing the freight classification into which fall elevator boots, buckets, belting and some 400 other items, with a table giving the freight rates on each class from Chicago to leading cities in every state, as well as express charges. Builders hardware, contractors' equipment and roofing materials are fully listed. Car movers, fire pails, flags of all kinds, grain spouts, lubricating oils, automobile supplies, rope, pulleys, lamps, lanterns, brooms, scales, screen cloth, and shovels indicate the wide range of this catalog, the index alone in which requires 37 pages. An experience of 75 years has qualified the compilers to make this 1084-page volume a most valuable work of reference for the office of the grain elevator operator or builder. It is sent free of charge to readers of the Grain Dealers Journal by Geo. B. Carpenter & Co., Chicago, Ill.





# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

THE MILLERS NATIONAL INSURANCE CO. has subscribed for \$150,000 of the Third Liberty Loan.

STOCK FIRE insurance companies suffered heavy loss in the big fire at Kansas City last week on risks supposed to have been protected by sprinklers. Several companies had lines of between \$100,000 and \$200,000 on a single risk.

AN INCREASE in the insurance rate on grain stored in elevators of the New York Central, Erie and West Shore Railroads at the port of New York has been authorized by the Interstate Commerce Commission, the purpose being to make the rate the same as in effect elsewhere and to take care of the increase made by the underwriters.

THE TREASURY DEPARTMENT of the federal government announces that it will be unable within a reasonable time to investigate the great mass of information submitted by the insurance companies in response to its notice of February, and is therefore now unable to issue the proposed certificates of identification. The issuance of the certificates has been transferred from the Treasury to the fire prevention section of the War Industries Board, and it is suggested that each insurance company issue to its own representatives such identification cards as it may deem necessary.

THE TERMINAL ELEVATORS are insisting that if the companies do not increase their lines so as to furnish complete coverage at rush times and inflated prices they will seek government insurance. The packers are preparing to work the same game. This administration has strongly socialistic leanings. Several of the leading officials in the War Risk Bureau are strong advocates of state insurance and open enemies of the present system. They are looking for excuses to put the government into fire insurance as they have into life and compensation insurance. If they can find an industry essential to the war which is unable to get adequate insurance, and is hampered in its service to the nation for that reason, they will have an appeal in favor of government insurance which will be almost unanswerable in the present condition of patriotic fervor. If it is necessary to win the war that is enough and every sound argument of the insurance men against such a socialistic experiment would be dismissed as selfish and unpatriotic.—Insurance Post.

PROFESSOR G. I. Christie of Indiana has been appointed assistant to the Sec'y of the Dept. of Agriculture.

A CARGO of Argentine corn arrived at New York Apr. 30 on a sailing boat for the Corn Products Co. It was of excellent quality.

PHILIPPINE ISLAND imports for the year 1917 included 144,663 tons of rice, against 186,836 tons in 1916. Exports included 166,758 tons of manila hemp, against 135,

691 tons in 1916, as reported by the Bureau of Insular Affairs of the War Department.

BULK HANDLING of wheat from big combined harvesting machines is being aided by the use of autotrucks hauling the grain from the machines in bulk. The separator dumps the wheat into a traveling hopper on wheels. On the autotruck is a small elevator leg which transfers the wheat from traveling hopper to truck.

THE GRAIN TRADE of Shelby County, Ohio, have hired the Sidney band to accompany each quota of selected men for Uncle Sam's service from the court house to the railway station as they leave for camp. Shelby County, Ohio, has already sent 133 selected men. Eight will go out on May 8, making a total of 141 men the county's first quota. On Apr. 26 thirty-eight men went to camp on the second draft.

## NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

## MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

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MILLERS NATIONAL INSURANCE CO.  
Of Chicago, Ill.

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PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
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MILL OWNERS MUTUAL FIRE INSURANCE CO.  
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THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## "ENEMY FIRES"

We are hearing much of enemy fires these days; but so far as elevators are concerned, the "enemy" within is the one that needs most attention. He cannot be backed up against a brick wall and disposed of; but he can be headed off by a little extra care. We have a record of one case where the boot was oiled from the work floor through a pipe. The pipe got clogged OF COURSE and the bearings were so dry that the boot shaft pulled right through them. It was just luck that this "Enemy plant" didn't burn the elevator. Watch your oiling.

C. R. McCotter  
Western Manager  
Omaha, Neb.



C. A. McCotter  
Secretary  
Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM  
Ask about the "TRI-STATE PLAN" for short term grain insurance

E. H. MORELAND, Secretary

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

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Write for Information  
Regarding Short Term Grain Insurance



## WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books  
Attrition Mill  
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Bags and Burlap  
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Belting  
Boots  
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Car Loader  
Car Mover  
Car Puller  
Car Seals  
Cleaner  
Clover Huller  
Conveying Machinery  
Distributor  
Dump  
Dump Controller  
Dust Collector  
Elevator Leg  
Elevator Paint  
Feed Mill  
Fire Barrels  
Grain Driers

Grain Triers  
Gravity Cleaner  
Lightning Rods  
Manlift  
Moisture Testers  
Oat Bleachers  
Oat Clipper  
Portable Elevator  
Power Gas Engine  
                  Kerosene Engine  
                  Motors  
Power Shovel  
Sample Envelopes  
Scales  
Scarfing Machine  
Self Contained Flour Mill  
Separator  
Sheller  
Siding-Roofing Asbestos  
                                Steel  
Silent Chain-Drive  
Spouting  
Storage Tanks  
Testing Apparatus  
Transmission Machinery  
Transmission Rope

or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

## HAVE WE GOT IT?



Belting  
Shafting  
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Heads  
Spouts  
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Chain  
Buckets  
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Conveyor  
Scoups  
Car Movers  
Man Lifts  
Rope  
Boot Tanks

## POWER EQUIPMENT CO.

Minneapolis, Minn.



## How about that CAR PULLER?



*When the rails are covered with Snow and Ice a pinch bar will not move your cars.*

**Do not be caught unprepared.**

We build Car Pullers that will handle  
**ONE CAR OR FIFTY CARS**

General Catalogue G-20 describes  
Car Pullers and our full line of

**Elevating, Conveying and Power  
Transmitting Machinery  
WELLER MFG. CO., CHICAGO**

**Y**OU'VE played crack-the-whip—everyone has. You couldn't run fast enough so they put you at the foot. You gathered up the dust, and were rewarded by a good sound thrashing for it. You didn't know centrifugal force did it, but you know it now.

## Day Dust Collector

works by centrifugal force—the only scientific principle for separating water and steam, or dust and air. No other like it—it works perfectly. Send your next order for a dust collector to us and become one of our satisfied customers.

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Minneapolis, Minn.